

THE AIRSHIP FILE

A Collection of Texts Concerning Phantom Airships and Other UFOs,
Gathered from Newspapers and Periodicals
Mostly During the Hundred Years Prior to Kenneth Arnold's Sighting.

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"Nothing is deader than yesterday's news"--unless it concerns yesterday's UFO reports. Research into aerial mysteries of the 19th and early 20th centuries has outgrown the status of a fad or passing interest to become an established branch of ufology. A corps of dedicated investigators deserve the credit for this situation, while an extensive literature of books and articles flourishes in this area and includes such landmarks as Gordon I.R. Lore and Harold Denault's Mysteries of the Skies, Loren Gross's booklets, Jerome Clark and Lucius Farish's series of articles for Saga's UFO Report, Michel Bougard's La Chronique des OVNI, William R. Corliss's Sourcebooks and George M. Eberhart's awesome Geo-Bibliography of Anomalies. Thanks to the hard work of such researchers some of the most thorough and creditable UFO scholarship belongs to historical research, particularly concerning the phantom airships. In fact we know the airship episodes in finer detail than any modern wave except for 1947, which Ted Bloecher has researched so well.

What lures ufologists to the airships is a mystery in itself. Why any apparently sane and sensible individual would clock in a day's work and then devote his evenings and weekends to squinting at microfilms and thumbing through dusty volumes of old newspapers is equally puzzling. I can only speculate about the causes: In the 1950s old sightings "proved" that flying saucers were on the wing before airplanes and satellites cluttered the skies, so UFO partisans valued these reports as ammunition against skeptics. When the extent and sometimes fantastic quality of airship reports came to light in the 1960s, the excitement of discovery fuelled the work as if a major archaeological dig was underway. Then the promise of these findings seemed tremendous. They opened a whole new window on the UFO mystery with a view clear of modern predispositions and prejudices, while the historical distance of the events raised the possibility of a complete and finished reconstruction of a UFO episode. If the same objective phenomenon hid behind both old reports and new, here was the chance to glimpse it without the double confusion of subjective and inadequate information.

Once researchers recognized the true tenor of airship reports a disillusionment set in, however, since the old reports contained differences which were equally as remarkable as the similarities and thereby cast doubt on the ready identification of airships with modern UFOs. Such a failure to provide a final answer should have spelled the doom of interest in airships. Quite the opposite happened and airships seem to ride a continual groundswell of attention, a fact which I believe points to a degree of maturity in ufology. Instead of regarding the UFO mystery as a monolithic puzzle with a single solution, ufologists now accept that the mystery is a whole cluster of problems with many approaches worth trying and many answers worth knowing. In this light airships hold onto their place as a worthwhile subject of ufological study: They mystify us in their own right, yet they resemble the modern UFO phenomenon too closely for us to deny a kinship of some kind. They pose a social and cultural problem for their age like the UFO in ours, but they lend a perspective of different conceptualizations and beliefs to

help clarify the role of these factors in modern reports. Finally, the airships functioned as UFOs at the turn of the century and thereby claim a legitimate chapter in the history of aerial wonders, while the data seems more accessible despite the passage of years in comparison with the tangle of modern sources. Of course these rationalizations ignore the fun of following in the footsteps of Charles Fort and the excitement of discovery where lie, I think, the real explanations behind the peculiar fascination of historical UFO research.

* * *

Questions of motivation aside, I suspect that most researchers realize that this work has grown too big to remain a one-man job. Even in a specific case like the 1897 airships, an individual confronts an enormous bulk of surviving newspapers, many of them scattered all across the country and sometimes inaccessible except through a personal visit, as well as the inevitable limitations of time, finances and stamina. Moreover, we simply know too much for every find to count as a pioneering contribution any longer. Future progress toward a well-nigh exhaustive record of airship activities and a detailed picture of all pre-1947 UFOs must rely more and more on shared findings and organized searches. The time is right for these steps; more properly, they are overdue. Through this present volume I call on researchers all over the world to join in an effort to pool our already extensive findings, as a move in the direction of that cooperation and division of labor we need. I hardly need to mention some of the advantages of a sourcebook of airship reports:

- 1) It would gather the scattered findings of historical research into one convenient file and provide collectors with a master list against which they could check their holdings for completeness and accuracy.
- 2) By recording full texts the collection would preserve UFO reports for posterity and insure the availability of the maximum surviving information on each case. No longer would researchers have to rely on second- and third-hand sources, or perpetuate such distortions as, for example, the 1873 Bonham, Texas, and Fort Scott, Kansas, sightings. Readers who swallowed the yarn of a speeding object which caused farmers to dive under their wagons and soldiers to flee the parade ground, presented in Donald Keyhoe's Flying Saucers Are Real (p. 57) and repeated in Lore and Denault (p. 72), can compare the real accounts in this collection on pages 5-6.
- 3) Such a collection would provide historical researchers with an outlet for sharing their findings and thereby overcome the present situation of isolation. If the effort wins international support, cooperation will throw open otherwise inaccessible materials to researchers in all countries and build up the worldwide record necessary to document a worldwide phenomenon.
- 4) From the standpoint of collecting, the sourcebook would reduce duplication of effort and steer workers away from well-worn paths through the San Francisco Call, Chicago Tribune, and Dallas Morning News toward obscure local newspapers where new finds still wait, or toward remoter dates as yet unexplored.

5) From the standpoint of analysis, the collection would offer researchers a sound data base for their studies, and save analysts with no wish to collect from the chore of scraping together their own sample of reports.

* * *

The airship bug bit me several years ago when I started my dissertation research in the Indiana University Folklore Department and I have not recovered since. With the resources of the university and inter-library loan service at my disposal I have been able to accumulate a considerable number of 19th and early 20th-century UFO reports, sometimes by following up a lead from Fort or some other researcher, sometimes by fishing through newspapers between the dates when I reasonably expect to find something. Meanwhile I managed to bootleg enough time from my job to type most of my findings on 4x6" cards, to accumulate a collection of more than 2000 of them over the years. I realized not long ago that my collection, while hardly the largest or most varied, was probably the most readily communicable one in existence because of these cards, and consequently a practical starting-point for a cooperative effort. I decided then to assemble the cards into book form, a process which obliged me to copy them, cut and tape the copies on large sheets of paper, have the local copy shop make reductions, and use these as master sheets for running off the pages of this collection.

Please take note: This collection is a raw assemblage of texts without commentary, analysis or index, beyond the few guidelines and highlights listed on the following pages, along with a list of sources. In the source list I include those newspapers which lacked references to aerial phenomena, and also newspapers whose relevant material I have not yet entered on cards. The order here is strictly chronological except during 1897, when the quantity of materials obliged me to add geographical divisions to the temporal ones, beginning about April 4. Newspaper articles comprise almost the entirety of the collection, since I have tried to avoid duplicating the Corliss Sourcebooks. but I have included a few journal items which I do not remember from his books. In almost every case the text is complete. If not the reason is accident or exact duplication elsewhere, and I try to indicate where to locate the deleted part. When I decided to assemble the collection, I knew I had to dive in or forever chase the mirage of "completeness." A certain time lag always separates the finding of an item and the typing of it, and the consequence for the present work is the inevitable addendum. It catches new finds, items overlooked when their turn came and went, and botched copies in the main body. I should warn the reader in particular that while most actual sightings are here, some items, especially short commentaries and quips or Fortean matters of less direct interest, remain in my notes untyped. As a result no one should try to infer one particular newspaper's complete airship references through this collection. The translations here--French, German and Swedish--share in common an uncompromising sorriness. Readers will have little trouble recognizing where I fudged, and straightforward sighting reports come

through better than commentaries or editorials. Insofar as I improve with practice, the ghost rocket articles survive my abuses better than the ghost flier stories, but caveat lector--let this warning discourage anyone from basing a crucial argument on these renditions. Not a single typographical error got lost in transmission, and the reader will soon discover that as a matter of habit I not only beat a typing ribbon to death but hound it beyond the grave as well, while xerox machines read spirit messages only with great difficulty: For these shortcomings I apologize.

Though I fear the result is more a contribution to eyestrain than to knowledge, I hope recipients will find this collection useful, at least for reference if not for bedtime reading. Again, this work is neither intended nor very meaningful as an end in itself. I see these pages as the nucleus or first draft for a second edition, which will include all findings to date, and then the second edition will lead to a third, expanded to contain the discoveries of a wide-ranging and well-organized search through historical sources. Ufologists truly will be able to take pride in such an accomplishment.

Guide.

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Highlights.

- 1) Springheeled Jack and related manlike creatures--p. 1,
- 2) 12/4/1858. Perhaps the eeriest observation I have read. Courtesy of Fort's notes. See p. 3.
- 3) Remarkable airship tests by Solomon Andrews, 1863, whose name turns up in later years in connection with less spectacular flights. Page 4.
- 4) The Bonham and Ft. Scott flying serpents, pp. 5-6. See also p. 12, 5/30/1888 for another such serpent. It made the NY Times but not the S.C. papers. *Ats*, 250, 252-3.
- 5) 7/8/1878 gives full text of story printed in Cincinn. Commercl. (p.6).
- 6) The Galisteo Junction airship story has a good yarn for a sequel, p.6.
- 7) 1880 was a busy year. The NY papers refer (p.8) to flying objects over Louisville (6-7) and St. Louis. I have searched the St.L Post-Disp. and Mo. Republican without success, but some problems in the date reference is obvious.
- 8) Angelic and Marian apparitions: pp. 7 (1880), 59 (1896), 254 (1905), 314 (1914)
- 9) A number of peculiar aerial lights appeared in connection with the search for the missing balloon Saladin, 1881, pp. 8-11. Compare with Andree's balloon in 1896 and 1897.
- 10) Electric balloons. During the 1909 New England wave, a letter from H.P. Lovecraft (I suppose the famous author of horror stories) appeared in the Providence Journal (see p. 284) and compared the current sightings with an earlier instance when Venus amazed the public. He called attention to a popular astronomy book, Astronomy with an Opera Glass, by Garrett P. Serviss (1st ed. 1888), which says the following on p. 2:

A singular proof of popular ignorance of the starry heavens, as well as of popular curiosity concerning any uncommon celestial phenomenon, is furnished by the curious notions prevailing about the planet Venus. When Venus began to attract general attention in the western sky in the early evenings of the spring of 1887, speculation quickly became rife about it, particularly on the great Brooklyn Bridge. As the planet hung dazzlingly bright over the New Jersey horizon, some people appeared to think it was the light of Liberty's torch, mistaking the bronze goddess's real flambeau for a part of the electric-light system of the metropolis. Finally (to

judge from the letters written to the newspapers, and the questions asked of individuals supposed to know something about the secrets of the sky), the conviction seems to have become pretty widely distributed that the strange light in the west was no less than an electrically illuminated balloon, nightly sent skyward by Mr. Edison, for no other conceivable reason than a wizardly desire to mystify his fellow-men. I have positive information that this ridiculous notion has been actually entertained by more than one person of intelligence. And as Venus glowed with increasing splendor in the serene evenings of June, she continued to be mistaken for some petty artificial light instead of the magnificent world that she was....

As far as I can tell from the newspapers I checked, the number of letters referred to was not so great, but then New York had many papers unavailable to me. In fact a "Star of Bethlehem" hoax sponsored by Joe Mulhatton was more widely reported at the time. (See p. 12).

The electric balloon rose again in 1896-97, however. A letter to the St. Louis P-D, April 20 (p. 102) refers to such a balloon sighted "5 months ago," while Pennsylvania had an epidemic of electric balloons sent up in Jan. by scientists from Pittsburg (see p. 72; also Detroit Free Press, Mar. 28, p. 78). Early in February Canadians saw it, launched this time from Syracuse (72). Late in March Northern Michigan and Wisconsin had their turn seeing a balloon from St. Paul (77,79,82,369), while early in April a balloon from Chicago appeared to Bowling Green, Ohio, residents (82-3). Later in April the balloon, this time advertising soap, attracted attention in Michigan City, Ind. (185).

11) Speaking of Joe Mulhatton (F^aen), he was sometimes recollected, posthumously, in 1897 as the king of the fakers. Described as an erratic newspaperman, he authored the "Disappearance of David Lang" hoax which has appeared from time to time in modern UFO literature.

12) Accounts of the Crawfordsville, Ind., aerial monster of Sept. 5, 1891 include those from the Crawfordsville newspapers, recently made available (12,361-2).

13) To my knowledge, the 1892 airship wave over Russian Poland is hitherto unknown in UFO literature. Recurrent appearances of a flying machine and its regular use of the famous searchlight combine to make this the first true airship wave yet discovered. Its memory lingered as long as 1897, when the Deseret Evening News mentioned these events in an editorial (244). I tried tracking these clues through the NY Times and Tribune indexes without success until I stopped looking under balloons or aeronautics and turned to entries under the countries involved (See pp. 12, 13, 362). Note: NF Presse, p. 18, should read March 18, not May.

14) Andree's balloon generated two balloon waves in Canada, July-Sept. 1896, then again July-Sept. 1897 (14-15, 245-49). He seemed to haunt future UFO waves as well, since an article claiming Eskimos murdered him turns up in the 1909 New England wave, while in early 1934 the Swedes concerned themselves with building a monument to him at the same time they worried about ghost fliers.

15) Double and triple-headed fireballs--13, 15, 288, 363

16) For the 1896 wave I scanned newspapers between about Nov. 15 and Dec. 15. Nevadans also reported a number of airship sightings, particularly in December as the wave began to die down in California. Some reports of "angel" sightings came out of N.Y. in early Nov. (59), while Milwaukee saw an airship on Dec. 7 (70), and Nebraska had a visit some time in the fall (73), so the wave was by no means restricted to California.

17) For the 1897 wave I generally searched from Mar. 25-May 15. Earlier airship activity turns up in Nebraska and Kansas, where even as early as the end of February the ship travels an odyssey along railroad lines (74). A longer and more widely reported odyssey took place in Iowa, Minnesota and the Dakotas around April 9. Sioux City seems to have hosted airship activity on a recurrent basis from February onward (77).

A sort of pattern seems to give shape to the 1897 wave: At first the sightings came from small towns and rather remote areas. Then in mid-March the ship appeared over Omaha and the news spread to major newspapers. A week later mass sightings came from Omaha, Topeka and Kansas City, and airship reports established themselves as major news events. In the week following April 1, all was quiet on the airship front in terms of mass sightings or news reports, but the ship had broken out of its former Nebraska-Kansas range and began to colonize new territory, showing up in Illinois, Mich., Texas, Oklahoma, Iowa and even N.C. Then late in the week, on the 9th, the long odyssey captured the headlines again, and during the next few days the airship spent a weekend on the towns--Chicago, St. Louis, Milwaukee and Minneapolis. After these well-publicized events the ship became a nine-days' wonder, turning up everywhere. Reports began to diminish in Illinois and Minnesota around the 15th, or perhaps newspapers began to throttle them, but the West and the South began to sight odd lights. In this spreading process the ship nearly returned to some of its 1896 haunts. As the wave wore on some of the more fanciful stories began to surface, like Hamilton's cow, Adam and Eve from Mars and the Aurora crash. After about the 22nd, reports began a noticeable decline, but then seemed to pick up early in May, with the final mass sighting taking place over Cincinnati before reports almost entirely died out--or rather, transferred to Canada. I suspect that this pattern--of slow starts, publicity boosts, a week or two of intense excitement (uforia?), increasingly bizarre reports (because witnesses or storytellers come forward, or because strangeness alone remains newsworthy), and at last a slow fade--is characteristic of some, if not most, UFO waves.

18) The number of Indiana newspapers consulted here reflects an effort to exploit local sources as much as possible. The Indiana State Library is hard at work filming their collection of bound volumes and occasionally acquires films from commercial companies which hold master copies, but many newspapers are unavailable to researchers. I have searched most of the original-copy newspapers held at the State Library, but I regret to say that I have not gotten around to some two dozen filmed papers which are readily available. Sorry.

19) Readers may notice that the range of the 1897 airship included most states outside of New England. North Carolina has provided several, and Western states besides Colorado check in with several reports as well.

20) Hamilton's Cow, p. 90; and Hamilton's confession, in a letter to the Atchison Cnty Mail, p. 104.

21) The airship wave picked up again in Canada during July, when Andree finally set out on his ill-fated polar expedition. Meanwhile a New Mexico inventor claimed to have built a machine which people saw flying at night (245-6), and the Seattle D. Times reports rumors of a balloon around Mt. Ranier (246). I could find no other reference to this latter apparition, however.

22) Passing into the 20th century, the reader will find a number of articles from the Indianapolis Star. I have searched every issue of this newspaper from its inception in the summer of 1903 through 1909, and have included the most relevant items here; but these entries by no means reflect the full amount of unusual events described in this rather receptive paper. Over the years several "sporadic" airships, unassociated with any wave, occur (250, 252, 255).

23) I also found a reference to a spasm of sightings in Nevada in 1904, one of which looked like a "winged wheel." Checking the Nevada papers themselves produced rather disappointing results, however (250-1).

24) 1905 was another busy year, with L'Astre Cherbourg (251-2), the Salton Sea airship (253), recurrent angel flights in Spain (254) and various other aerial events.

25) The newspaper account of the Burlington, Vt., aerial torpedo says nothing about the torpedo (255).

26) 1908-1910--three years of almost continual international UFO activity.

27) The Washington wave, in the wake of the Russo-Japanese War which led to widespread fear of the Japanese, began in late January and persisted through March (372, 257-9). A stray balloon appeared over the Azores in June (259), and in the summer a slow wave began in New England which lasted till December. Charles Fort (pp. 507-8) writes a charming passage about the undertakers who sighted an airship on Halloween and mentions several other sightings during the summer and fall. I have managed to find all of these except the White River Junction, Vt., case, and a few others besides. (259-60). *For Danish wave in July, see MUF0B 9, W4-77-8, 11-13*

28) 1909 began with the English wave, followed by the "Flying Dutchman of the Salton Sea. I have been unable to examine any New Zealand newspapers for cases from that well-known flap, but the Sydney Morning Herald indicates that Australia experienced a wave a little later in the summer (268-9).

29) The December wave in New England is a familiar part of UFO literature, but a lesser wave involving N.Y., N.J., and parts of New England late in the summer seems to have gone unrecognized (269-70).

30) Into the first weeks of 1910, aftershocks of the December wave continued in New England even while the center of activity shifted into the South. The major hiatus in this three-year period of major UFO activity occurs from Feb.-July 1910 (pending a concentrated search), but in late summer and fall worldwide activity resumes.

31) The 1912-13 wave of airship sightings in England is well known. Less familiar are the events over continental Europe at the same time, where airships and suspiciously lighted airplanes invaded Belgium (296, 298), Holland (300), and especially Eastern Europe, where the 1892 airships had appeared as well (293, 294, 295, 304, 305-6). A humorous "abduction" episode took place Feb. 5 (296). Also, on p. 295 is a reference that the Germans planned to install searchlight equipment on their Zeppelins--an announcement reported Mar. 14.

32) An operable German airplane took part in military operations between South Africa and German SW Africa (314), but could hardly account for the widely distributed wave of sightings in Aug. and Sept. Note also a Jan. sighting (310, Joh. Star), a report of an airship over the Orkney Islands just before the outbreak of hostilities (309, Pretoria News), and reference to the "Boer signal" (312).

33) From around 1915 till 1930 stretches a barren period for sightings, or at least for any noteworthy pattern in the sightings. The only recurrent theme in sightings of the 1920s seems to be airplanes in trouble or flying lights attributed to transatlantic flights (See Dale M. Titler, Wings of Mystery). I have devoted little time to these seemingly dry years, so whether the dearth is due to lack of research or lack of activity, I cannot say.

34) Worldwide UFO activity resumes in the 1930s, with the Nordic "ghost flier" waves being the most prominent events. I have recognized three distinct waves: The first began to receive press attention in Dec. 1933 and continued with the heaviest concentration of reports for the decade through Feb., with a few reports straggling in as late as April. When Nov. 1934 rolled around, the ghost fliers reappeared for about a month's time. While hints that not all was quiet appear in the news, 1935 and 1936 were quiet years. Then in Nov. 1936 a new wave commenced, peaked in Jan. and Feb. 1937 and then trailed off in March, with hints of activity again in Oct.

Though Sweden, Norway and Finland hosted most of the visitations in the 1930s, England too shared in the waves, in early Feb. 1934 (332), 1936 when the more frequented areas were quiet (337), and especially during the summer of 1937 with visitations over London and Hendon Field (385-6). When Austria joined the proceedings in 1937 (339), UFO activity gained an even more international flavor. Sightings in the U.S. during the 1930s got off to a busy start (317-8) but then died out; again, whether this situation is fact or artifact requires further research for an answer.

Time and again Swedish observers report "Flier X" to the "landsfiskal." My dictionary translates this official as a district prosecutor, but such a rendering seems inappropriate under the circumstances. Maybe he is more like our sheriff, though perhaps with a little more authority and other roles besides law enforcement. At any rate he is a civilian official whose title I leave untranslated in my more sensible moments.

35) Swedish newspapers gave various names to the peculiar aerial objects of 1946: "Spökraket" translates as the familiar "ghost rocket" and "spök-bomb" poses no problem; the infrequent "lufttorped" means "aerial torpedo"; while "eldkula" means "fireball." The problematic terms are "spökprojektil" and "rymdprojektil." Literally they mean "ghost projectile" and "space projectile," but the "projectile" may be represented by "missile." In the case of the "space projectile" or "space missile" I believe the reference is more to the visual similarity or supposed similarity to a Buck Rogers rocketship than to any supposed extraterrestrial origin. In all accounts of origin which do not reduce it to natural causes, the Russians take the blame. This fact is notable in light of the international scope of the sightings. The 1946 wave was the most worldwide since 1908-10, with most of Europe (England excepted, it seems), the Soviet Union and the U.S.

reporting sightings. Once again I can only lament that I have not worked this period with the thoroughness it deserves. The occasional references to "silvery cigars" reveal just how close descriptions of ghost rockets drew to descriptions of flying saucers. Rockets and saucers in a sense overlap, since as late as 1948 reports of rockets still came in.

36) I include a few 1947 flying saucer reports from an Indiana newspaper for anyone who might be interested.

37) Ghost lights: 3 (1860), 79 (Mich., Mar. 29, '97), 82 (Mar. 30), 141, 145, 216, 217, 255 (1905), 260, 267, 268, 316, 358 (1870), 360.

38) Note the yarn of a fatal abduction aboard a phantom ship, 360-1.

39) Some researchers have hypothesized an airship wave in Germany during the 1850s, I suppose based on evidence such as the Chicago Record printed, 4/12/97 (157):

Several old-country Germans contended that the mystery is a return of the phenomenon that worried residents of Germany over 30 years ago.... The light claimed to have been visible in Germany at that time was called the "devil's army," and when it was visible brought the superstitious to their knees.

This name "devil's army" clues the folklorist to a widespread cycle of legends among Germanic peoples, legends which describe an event more often known as the Wild Hunt, Furious Host, or Wotan's Army. The variety of names is considerable--see Jacob Grimm, Teutonic Mythology (Gloucester, Mass.: Peter Smith, 1976), 918-50; Hans Plischke, Die Sage vom Wilden Heere in Deutschen Volke (Eilenburg: C.W. Offenhauer, 1914), 10-20. I do not find "devil's army" as a specific variant, but the titles often substitute the name of the devil for Wotan, so those immigrants probably recollected a phenomenon interpreted in terms of traditional belief rather than in terms of aviation technology. The bright light is no stranger to the Wild Hunt and aerial armies--see the aerial army over Hungary in 1887 (360), whose leader brandished a flashing sword.

On the other hand airship sightings were entirely possible in the 1850s and before. During the 1840s in particular there seems to have been a high tide of expectations, led by graphic illustrations of Henson's Aerial Steam Carriage in flight (imaginary flight, but impressive) and played upon by Edgar Allan Poe's "Balloon Hoax." I would not be surprised to find some phantom sightings during this time.

40) An item of more definite interest appears in *Nature*, v. 58 (1898), p. 353 (in Corliss, *Handbk Unus. Natl Phenom* p. 332), where the journal summarizes a belated "Andree's balloon" report and explains the object as a cloud of cyclonic origin. The note concludes by saying this observation "suggests an origin for strange war balloons and other aerial machines occasionally reported as having been sighted." The suggestion that these sightings recurred in the 1890s is clear.

41) How much of the airship waves are hoaxes and newspaper events remains an important question. On occasion we have reason to believe the sightings were newspaper fabrications--see page 153 for a letter disclaiming a reported airship, and 183 for an article entitled, "The Greensburg Liar Is Loose Again." Another matter of some significance I noticed while working the

Indiana papers is how seldom airship reports turned up in the columns devoted to news from outlying communities. The content of this correspondence includes sicknesses, births, deaths, marriages, crop news, and mention of anything new or changing in these areas where newness or change was rare. A crime was a major event, and an airship sighting would surely rate a mention. After reading about a lot of Sunday picnics, weekend visits and fine hunting dogs, I can say with safety that those mentions are lacking.

Sources

1896:

California:

Anaheim (wkly) Gazette	Times-Gazette (Redwood City)
Placer Herald (Auburn) (wkly)	Riverside Enterprise
Bakersfield Daily Californian	Sacramento Bee
D. Humboldt Times (Eureka)	Salinas Daily Index
Folsom Weekly Telegraph	San Diego Record
Daily Evening Expositor (Fresno)	(San Francisco) Call
(no 1896)	San Francisco Chronicle
Daily Morning Union (Grass Valley)	San Francisco Examiner
Los Angeles Times	San Jose Daily Mercury
Marysville Daily Appeal	(San Jose) Pioneer--0
Napa Register	Marin County (wkly) Tocsin (San Rafael)
Oakland Tribune	Santa Cruz Sentinel
Pacific Grove Review (wkly)	Woodland Daily Democrat
Mountain Democrat (Placerville)	(Stockton) Daily Reporter
Merced Star	

Nevada:

Reese River Reveille (Austin)	(Elko) Free Press - 0
(Battle Mountain) Central Nevadan	White Pines News (Ely) - 0
Belmont Courier - 0	Genoa Weekly Courier - 0
Carson City Morning Appeal	Reno Evening Gazette
Carson City News	Virginia (City) Enterprise
Lyon County Times (Dayton)	(Winnemucca) Daily Silver State

Oregon:

Ashland Tidings	Daily Eugene Guard
Astorian (Astoria)	(Portland) Morning Oregonian
Astoria Daily Budget (no 1896)	Oregon Statesman (Salem)

Washington:

Seattle Daily Times	Spokane Daily Chronicle
Seattle Post-Intelligencer	Tacoma Daily Ledger
	Tacoma (Daily) News

Arizona: Arizona Daily Citizen (Tucson)

Idaho: Idaho Daily Statesman (Boise)

Montana: Great Falls Tribune

Also: Washington Post, Chicago Tribune, St. Louis Post Dispatch and St. Louis Globe-Democrat. / Deseret Evening News (Salt Lake City).

1897: (Feb.-May)

Alabama: Birmingham News Daily Register (Mobile)

Arkansas:

Harrison Times (no '97)	Mena Weekly Star
Arkansas Gazette (Little Rock)	Osceola Times (no '97)
Arkansas Democrat (" ")	Pine Bluff Commercial--0

Arizona: Arizona Star (Tucson)

Colorado:

Boulder Daily Camera	Denver ^{Eve.} Post
Colorado Springs Gazette	Rocky Mountain ^{D.} News (Denver)
	Pueblo ^{D.} Chieftain

Delaware: Delaware Every Evening Morning News (both Wilmington)

Florida: Florida Times-Union (Jacksonville): Tampa Tribune

Georgia: Atlanta Journal Atlanta Constitution

Illinois:

Alton Evening Telegraph	Pana Weekly Palladium
Aurora Daily Beacon	Paris Daily Beacon
Daily Bulletin (Bloomington)	Peoria Daily Transcript
Daily Pantagraph (Bloomington)	Peoria Evening Times
Canton Daily Register	Pontiac Daily Leader
Centralia Daily Sentinel	Quincy Daily Herald
(Charleston) Daily Courier	Quincy Daily Journal
Chicago Journal	Quincy Morning Whig
Chicago Tribune	(Rock Island) Daily Union
Decatur ^{Eve.} Republican	(Rock Island) Argus
(Dixon) Evening Telegraph	Rockford Daily Register - Gazette
Galena Daily Gazette	Rockford Daily Republic.
Galesburg Evening Mail	Savannah Journal (wkly)
Daily Illinois Courier (Jacksonville)	Illinois State Journal (Springfield)
Daily Jacksonville Journal	Springfield News-Telegram
Lincoln Semi-Weekly Courier	Sterling Evening Gazette
Marion Leader	Streator Daily Free Press
Monmouth ^{D.} Review	Streator Daily Monitor
Morris Daily Herald	(Taylorsville) Daily Breeze
Mt. Vernon Daily Register	Daily Illinois State Register (Spring-
Ottawa Daily Journal	Lincoln Weekly Citizen field)
Ottawa Weekly Republican-Times	Monmouth Daily News

Indiana:

Angola Herald	Indianapolis World
Fountain-Warren Democrat (Attica)	West Side Herald (Indianapolis)-- (ceases 4/15)--0
Auburn Courier	Jasper Weekly Courier
Dearborn Independent (Aurora)	Kentland Democrat (no 4/16)
Bedford Daily Mail	Knightstown Banner (no '97)
Hartford County Telegram (Blackford)	Knightstown Sun (no '97)
Bloomfield News	Kokomo Dispatch
(Bloomington) Courier	Kokomo Daily Tribune
Bloomington Telephone	Lafayette Journal
Bloomington World	LaGrange Standard
Republican-Progress (Bloomington)	LaPorte Weekly Argus
Bluffton Banner	Lebanon Patriot
Bourbon Mirror	Ligonier Banner
Brookville American	Logansport Chronicle
Brookville Democrat	Logansport Daily Journal
Brownstown Banner	Logansport Daily Pharos
Butler Record	Logansport Daily Reporter
Cannelton Enquirer	Logansport Times
Columbus Daily Herald	Madison Courier
Columbus Daily Times	Martinsville Republican
(Columbus) Evening Republican	Michigan City News
Crawfordsville Daily Journal	Mishawaka Democrat (no 4/16,4/22)
Crawfordsville Review	Mitchell Commercial
Lake County Star (Crown Point)	Monticello Herald
Hendricks County Gazette (Danville)	White County Democrat (Monticello)
Carroll County Citizen (Delphi)--0	New Albany Daily Ledger
Denver Tribune	New Castle Tribune (no '97)
Ellettsville Farm	Hoosier State (Newport)
(Evansville) Courier	Noblesville Democrat
Evansville Journal	Hamilton County Democrat (Noblesville)
Fairmount Weekly News (lacks 4/22)	Hamilton County Ledger (Noblesville)
Farmland Enterprise--0	North Judson News--0
Fort Wayne Weekly Gazette	(Osgood) Journal (=Ripley Jnl)
Franklin Democrat	(Peru) Republican
Franklin Republican --no Apr.	Pike County Democrat (Petersburg)
Gas City Weekly Journal (issues missing)	Rensselaer Republican
Goshen Weekly Democrat	Rockville Republican
Daily Banner-Times (Greencastle)	Rockville Tribune--0
Greenfield Herald	Rushville Republican
Greensburg Review	Shelby Democrat (Shelbyville)
Greensburg New Era	(Shoals) Referendum
Hancock Democrat	South Bend Daily Tribune
Hartford City Telegram	Sullivan Democrat
Hobart Gazette	Terre Haute Evening Gazette
Huntingsburg Signal (German)--0	(Vincennes) Daily Sun
Indianapolis Journal	Warsaw Daily Times
Indianapolis News	Warsaw Northern Indianan (wkly ed. of D. Times)
Indianapolis Sentinel	

Indiana (cont'd.)

Daviess County Democrat (Washington)
 Waterloo Press (to 4/15)
 Worthington Times--0

Iowa:

Burlington Daily Hawk-Eye	Iowa State Journal (Des Moines)
Cedar Rapids Evening Gazette	Iowa State Register (Des Moines)
(Council Bluffs) Daily Nonpareil	Keokuk Daily Gate City
Council Bluffs Globe	Marshalltown Evening Times-Republican
Davenport Daily Leader	Sioux City Journal
Des Moines Daily News	Waterloo Daily Courier
Des Moines Leader	

Kansas: (including Kansas City, Mo., newspapers, since their orientation seems more toward Kansas than Missouri.)

Atchison Daily Globe	Kansas City (Weekly) Gazette
Emporia ^p Gazette	Kansas City (Mo.) Star
Fort Scott Daily Monitor	Kansas City (Mo.) Times
Hutchinson Daily News	Topeka Daily Capital
(Independence) Star and Kansan	Wichita Daily Eagle

Kentucky:

Carlisle Mercury (wkly)	(Madisonville) Hustler
Lexington Daily Leader	(Middleboro) Weekly Herald
Lexington Morning Herald	Owensboro Daily Messenger
Lexington Morning News	(Paducah) Daily News
Louisville Courier-Journal	Owensboro Daily Inquirer
Louisville Evening Post	
Louisville Times	

Louisiana:

(Alexandria) Daily Town Talk	Daily Picayune (New Orleans)
Baton Rouge Daily Advocate	Times-Democrat (New Orleans)
	Shreveport Times

Maine: Daily Evening Argus (Portland)

Massachusetts: Boston Globe

Michigan:

Adrian Evening Telephone	Ionia Daily Standard
Battle Creek Daily Moon	(Iron Mountain) Daily Tribune
Bay City Times-Press	Jackson Daily Citizen
(Benton Harbor) Evening News	Kalamazoo Gazette
(Detroit) Evening News	(Lansing) State Republican
Detroit Free Press	Manistee Daily Advocate
Flint Daily News	Manistee Daily News
Grand Haven Daily Tribune	(Marquette) Daily Mining Journal
(Grand Rapids) Evening Press	(Marshall) Daily Chronicle
Holland City News	Midland Sun

Michigan (cont'd)

Mt. Clemens Monitor	Saginaw Courier-Herald
Muskegon ^D Chronicle	Saginaw Evening News
Niles Daily Star	Saginaw Globe
Owosso Argus Press	Utica Weekly Sentinel
Port Huron Daily Times	

Minnesota:

Duluth (wkly) News-Tribune	St. Paul Dispatch
Minneapolis Tribune	St. Paul Pioneer Press

Mississippi:

(Jackson) ^D Clarion-Ledger	(Natchez) Daily Democrat
Jackson Daily News	

Missouri: (Kansas City excluded)

Carrollton Daily Democrat	St. Louis Globe-Democrat
Liberty (wkly) Tribune	St. Louis Post-Dispatch
Weekly Democrat-News (Marshall)	Sedalia Evening Democrat
Moberly Daily Monitor	Shelbina (wkly) Democrat
Poplar Bluff Daily American (no '97)	Shelby County (wkly) Herald
Atchison County (wkly) Mail (Rock Port)	(Shelbyville)
Rolla (wkly) Herald	Miller County (wkly) Autogram
St. Joseph Daily Herald	(Tuscumbia)
St. Joseph Daily News	

Montana: Butte Miner

Nebraska:

Nebraska Advertiser (wkly)	Nebraska State Journal (Lincoln)
(Auburn)	Omaha ^D Bee
Beatrice Weekly Express	Omaha World-Herald
Kearney ^D Hub	

New Mexico:

Albuquerque Morning Democrat	Las Vegas Daily Optic
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New York:

Albany Evening Journal	Buffalo Courier
	Buffalo Evening News

North Carolina:

Carthage (wkly) Blade	Caucasian (Raleigh)(wkly)--0
Daily Charlotte Observer	Raleigh Tribune
Fayetteville Observer	Wilmington Messenger
Alamance (wkly) News-Gleaner	Rockingham Rocket
(Graham)--0	

North Dakota:

Fargo Forum and Daily Republican	Minot Daily News
	Ward County Reporter (Minot) (wkly)

Ohio:
 (Bowling Green) Daily Sentinel
 Canton Repository
 Cincinnati Enquirer
 Cincinnati Commercial Tribune
 Cleveland Plain Dealer
 Steubenville Daily Republican
 Steubenville (Daily) Herald

Oklahoma:
 Arapaho Bee (wkly)--0
 Cheyenne (wkly) Sunbeam
 Cushing (wkly) Herald
 Oklahoma City Daily Oklahoman
 Oklahoma State Sentinel (wkly)
 (Stillwater)

Oregon: Portland Morning Oregonian

Pennsylvania:
 Erie Daily Times
 Harrisburg Patriot
 Lancaster Intelligencer - 0
 Pittsburgh Dispatch
 Pittsburgh Post

Rhode Island: Providence Journal

South Carolina: Charleston News-Courier

South Dakota:
 Aberdeen Daily News
 (Sioux Falls) Argus-Leader
 Yankton Press and Dakotan

Tennessee:
 Chattanooga Daily Times
 (Clarksville) Daily Leaf-Chronicle
 Knoxville Daily Tribune
 Memphis Commercial-Appeal
 Nashville American
 Nashville Banner
 Daily Sun (Nashville)

Texas:
 Abilene Reporter (2ce/wkly)
 Austin Times
 (Brownsville) Daily Herald
 Bryan Morning Eagle
 Johnson County (wkly) Review (Cleburne)
 Dallas Morning News
 (Dallas) Times-Herald
 Austin Daily Statesman
 Sunday Gazetteer (Denison)
 El Paso Times
 Fort Worth Register
 Daily Hesperian (Gainesville)
 Galveston Daily News
 Houston Post

Utah:
 (Logan) Tri-Weekly Journal
 (Nephi) Republic--0
 Ogden Standard
 (Provo) Daily Enquirer
 Deseret Evening News (Salt Lake City)
 Salt Lake Herald

Virginia:
 Norfolk Dispatch
 Norfolk Virginian
 Evening Leader (Richmond)
 Richmond Dispatch
 State (Richmond)
 Roanoke Times

Washington: Spokane Daily Chronicle

West Virginia:

Charleston^D Gazette
 Huntington Daily Tribune
 Parkersburg Daily Journal
 Parkersburg Daily Sentinel

West Virginia Oil Review (Sistersville)--
 (no '97)
 Wheeling Intelligencer
 Wheeling Register

Wisconsin:

Beloit Daily News
 Beloit (wkly) Free Press
 (Fond du Lac) Daily Commonwealth
 Green Bay Gazette
 (Kenosha) Evening News
 Wisconsin State Journal (Madison)

(Milwaukee) Daily News
 (") Evening Wisconsin
 Milwaukee Journal
 Milwaukee Sentinel
 (Oshkosh) Daily Northwestern
 (Portage) Daily Register
 Racine Daily Journal
 Racine Times

Wyoming:

Cheyenne Sun-Leader
 Converse County (wkly) Herald (Lusk)

Laramie Republican
 Rock Springs (wkly) Miner--0

Canada:

Manitoba: Brandon Mail
 Manitoba Morning Free Press (Winnipeg)
 Ontario: Toronto Globe
 Quebec: Le Monde (Montreal)

La Manitoba (St. Boniface)
 Le Courier du Canada (Quebec)

1897 (July-Oct.)

Alberta: Edmonton Bulletin
 British Columbia:

Vancouver Daily News-Advertiser
 Victoria Daily Colonist

Manitoba: Manitoba Morning Free Press (Winnipeg)

Ontario: Toronto Globe

Also: (Portland) Morning Oregonian, Tacoma Daily Ledger, Seattle Daily Times,
 Seattle Post-Intelligencer, Spokane Daily Chronicle

1903 (June)-1909: Indianapolis Star

1904:

Nevada: (July-Aug.)

Reese River Reveille (Austin)
 Carson City Morning Appeal
 Carson City News
 Free Press (Elko)

White Pine News (Ely)
 Reno Evening Gazette
 Virginia (City) Enterprise
 Daily Silver State (Winnemucca)
 Lyon County Times (Yerington)

1905: Le Figaro, Journal des Debats, Le Temps (all Paris) (April)
 California: Imperial (wkly) Press, Imperial Valley News

1908:

(June-July): Morgonbladet (Oslo, Norway)

July-Dec.:

Conn.: Hartford Times, Willimantic Daily Chronicle

Maine: Lewiston Journal

Mass.: Berkshire Evening Eagle, Springfield Republican, Worcester
 Evening Gazette, Boston Herald

New Hampshire: Manchester Union

Rhode Island: Providence Journal

Vermont: Burlington Daily News, Rutland Daily Herald, St. Albans
 Daily Messenger

Also, Washington, Jan-March: White River (wkly) Journal (Kent)

Morning Olympian (Olympia)

Seattle Post-Intelligencer

Daily Ledger (Tacoma)

Tacoma Daily News

1909:

March-May, England: (London) Daily Express

" Daily Telegraph

Manchester Guardian

June (Calif.): Imperial Valley Press (El Centro)

Imperial Valley News

San Francisco Call

July-Aug. (Australia, New Zealand): Sydney Morning Herald

Christchurch Weekly Press

Sept., Dec. (Sweden): Göteborgs Handels- och Sjöfarts-Tidning

Social-Demokraten (Stockholm)

Dec. 13, 1909-Jan. 1910:

Connecticut:

Hartford Courant

Willimantic Daily Chronicle

Hartford Times

Maine:

Daily Kennebec Journal (Augusta)

Daily Eastern Argus (Portland)

Massachusetts:

Boston Daily Advertiser

Berkshire Evening Eagle

Boston Evening Transcript

Springfield Republican

Boston Globe

Worcester Evening Gazette

Boston Herald

Boston Journal

1930s

Sweden:

Svenska Dagbladet (Stockholm)--1933 Oct.-Dec.
 1934 Jan.-April, Oct.-Dec.
 1935 Jan.-Mar., Oct.-Dec.
 1936 Jan.-Mar., Oct.-Dec.
 1937 Jan.-Mar., Oct.-Dec.

Norway:

Afton Dagbladet (Dec. '33)
 Morgonbladet (Dec. '33, Jan.-Mar. '34)

England:

Daily Telegraph (July-Aug. '37)

1946:

Sweden:

Svenska Dagbladet (July-Nov.)
 Morgon-Tidningen (May-Aug.)

Norway: Morgonbladet (July-Aug.)

Denmark: Berlingske Tidende (Aug.)

Italy: Corriere della Sera (Milan) (Sept.)

Others:

New York newspapers, Aug-Sept. 1880, May-June 1887: Daily Graphic, Evening Post, Herald, Sun, Times, Tribune, World.

St. Louis, July-Sept. 1880: Post-Dispatch, Missouri Republican

Kansas City Journal of Commerce 1858-1860

Atlanta Intelligencer--all 1860

(Washington, D.C.) Evening Star--July 1860

Southern Argus (Norfolk, Va.)--July 1860

Sydney Morning Herald--all 1896

Omaha (wkly) Times--Oct. 1857-Nov. 1858

Add: Philadelphia Press--Jan. 1897

Idaho Daily Statesman (Boise)--April-May 1897

Stockton (Calif.) Daily Independent--Mar.-April 1897

Washington Post--Apr-May 1897

Reno Evening Gazette--Aprl.-May 1897

March 1892: NY. Trib, Times; London Times, Manchester Guardian;
 Le Figaro, Le Temps; Neue Freie Presse

OUTRAGE ON A YOUNG LADY.

Many among the public have hitherto been incredulous as to the truth of various representations made to the Lord Mayor of the gambols of "Spring-heeled Jack," the suburban ghost, and believed, from there being no positive proof of the miscreant carrying his pranks beyond the mere act of alarming unprotected females, that those statements were more the effect of imagination than reality. The following authentic particulars, however, of a gross and violent outrage committed on a respectable young lady, and which might not only have caused her death, but that of both her sisters, by the unmanly brute, will remove all doubt of the subject.

Yesterday Mr. Alsop, a gentleman of considerable property residing at Bear-bind Cottage, in Bear-bind-lane, a very lonely spot between the villages of Bow and Old Ford, accompanied by his three daughters, waited upon Mr. Hardwick at Lambeth-street Police-office, and gave the following particulars of an outrage committed on one of the latter:--

Miss Jane Alsop, a young lady 18 years of age, stated, that at about a quarter to 9 o'clock on the preceding night she heard a violent ringing at the gate in front of the house, and on going to the door to see what was the matter she saw a man standing outside, of whom she inquired what was the matter, and requested he would not ring so loud. The person instantly replied that he was a policeman, and said "For God's sake, bring me a light, for we have caught Spring-heeled Jack here in the lane." She returned into the house and brought a candle, and handed it to the person, who appeared enveloped in a large cloak, and whom she at first really believed to be a policeman. The instant she had done so, however, he threw off his outer garment, and applying the lighted candle to his breast, presented a most hideous and frightful appearance, and vomited forth a quantity of blue and white flame from his mouth, and his eyes resembled red balls of fire. From the hoarse glance which her fright enabled her to get at his person she observed that he wore a large helmet, and his dress, which appeared to fit him very tight, seemed to her to resemble white oil skin. Without uttering a sentence he darted at her, and catching her partly by her dress and the back part of her neck, placed her head under one of his arms, and commenced tearing her gown with his claws, which she was certain were of some metallic substance. She screamed out as loud as she could for assistance, and by considerable exertion got away from him and ran towards the house to get in. Her assailant, however, followed her, and caught her on the steps leading to the hall-door, when he again used considerable violence, tore her neck and arms with his claws, as well as a quantity of hair from her head; but she was at length rescued from his grasp by one of her sisters. Miss Alsop added that she had suffered considerably all night from the shock she had sustained, and was then in extreme pain, both from the injury done to her arm, and the wounds and scratches inflicted by the miscreant about her shoulders and neck with his claws or hands.

Miss Mary Alsop, a younger sister, said that on hearing the screams of her sister Jane, she went to the door, and saw a figure as above described ill-using her sister. She was so alarmed at his appearance, that she was afraid to approach or render any assistance.

Mrs. Harrison said, that hearing the screams of both her sisters, first of Jane, and then of Mary, she ran to the door, and found the person before described in the act of dragging her sister Jane down the stone steps from the door with considerable violence. She (Mrs. Harrison) got hold of her sister, and by some means or other, which she could scarcely describe, succeeded in getting her inside the door and closing it. At this time her sister's dress was nearly torn off her. Both her [comb] dragged out of her head, as well as a quantity of her hair torn away. The fellow, notwithstanding the outrage he had committed, knocked loudly two or three times at the door, and it was only on their calling loudly for the police from the upper windows that he left the place.

Mr. Alsop, who appears very feeble, said that he and Mrs. Alsop have been laid up for several weeks past with a rheumatic affection, so as to be scarcely able to get out of bed, but such was the alarm on the night before, that they both got out of bed, and he managed to get down stairs, and found his daughter Susan with her clothes torn, and having all the appearance of receiving the most serious personal violence. Mr. Alsop also said, it was perfectly clear that there was more than one ruffian connected with the outrage, as the fellow who committed the violence did not return for his cloak, but scampered across the fields, so that there must have been some person with him to pick it up. In conclusion, Mr. Alsop said, he would most willingly give a reward of 10 guineas for the apprehension of the miscreant.

Mr. Hardwick expressed his surprise and abhorrence at the outrage, and said that no pains should be spared to bring the miscreant perpetrator to justice.

1838 March 2 (Fri) London Times, p. 7.

(card 1)

THE LATE OUTRAGE AT OLD FORD. /

On Wednesday a long investigation took place at Lambeth-street office before Mr. Hardwick, Mr. Norton, and Mr. Stock, a county magistrate, relative to the late outrage at Old Ford. Mr. Alsop, his son, and three daughters, were in attendance, as were also the two persons suspected of being concerned in the outrage, namely, Mr. Payne, a master bricklayer, and Mr. Milbank, a carpenter.

The first witness called was James Smith, of No. 9, Prospect place Old Ford row, coach wheelwright, who stated that between the hours of 8 and 9 o'clock on the night of Tuesday week he was proceeding along the New road, and on reaching within about 200 yards of Mr. Alsop's

house he heard a violent ringing at the bell and almost immediately saw the door open, and some person bring a light. He also heard the loud screams of a female; and believing it to be some one attacked in distress, he quickened his pace to render what assistance he could. He had a coach wheel on his shoulder at the time, and before he had reached Mr. Alsop's he met a person named Richardson, a shoemaker, and requested him to come on, which he did. They both then proceeded towards Mr. Alsop's residence, and met two men, one of whom had on a kind of shooting jacket, and was a little in advance of his companion.

Mr. Hardwick (to the witness.): Turn around and see if you can recognize one or both of those men you speak of?

Witness: I am sure these are the men.

Mr. Hardwick: Which of them had the shooting jacket on?

Witness: Milbank.

Mr. Hardwick: Well, go on; state what followed.

Witness: Mr. Richardson asked what was the matter, but he gave answer, or if he did, I did not hear or understand it, and went on. Richardson and myself went on to Mr. Alsop's, and heard Mr. Alsop, Jun., and other persons, crying out "Police," from the windows; and on our reaching the gate, they asked if we were police, and we replied that we were not, but we expected that they, the police, would come up shortly. Mr. Alsop, Jun., and the Misses Alsop, came and opened the gate, and commenced relating what had occurred. While doing so, Mr. Payne, whom we had just before met in the lane, returned, and came up to where we were, and said to Mr. Alsop, Jun., "You know me." Mr. Alsop replied, "Yes, you are Mr. Payne." Mr. Payne then stated that as he came by the house he heard some person say, "Give spring-heeled Jack a light," and then went away. Some few minutes afterwards Richardson and I left the house together, and separated at the corner of the Newroad. I then proceeded towards the Coborn road, with the wheel on my shoulder, and when I had got a few yards up it (the Coborn road), I saw the same two men whom I had met before in Bear-Binder's lane. They were in conversation, and Payne said to the other, "It was rascally; I would not have had it done upon my account," or words to that effect. I was carrying my work upon my shoulder at the time and they recognized me, and the man in the shooting-jacket said, "There's the --- who was in the lane." He then came up to me, and caught a hold of the wheel I was carrying, and pulled it off my shoulder, saying at the same time, "What have you to say to Spring Jack?" I desired him to leave my wheel alone, and then Payne came and took him away. I went into the Morgan's Arms public house, and they followed me in, and went into either the tap-room or parlour. I inquired of the landlord who the man in the shooting-jacket was, and he said his name was Milbank, and that he resided nearly opposite to his house. I have no doubt but that the man Milbank was the person who had so frightened the Misses Alsop; and with respect to the "blue lights," neither Mr. Richardson nor myself observed anything of the kind.

Mr. Payne, in reply to the above statement, said that on the night in question he had passed the house of Mr. Alsop on his way home from the White Hart public-house in Old Ford, and at that time all appeared quiet. At a short distance to the west of the house he got out of the lane into a field, and had reached about the middle of it, when he returned to Mr. Alsop's in consequence of hearing the screams of a female. He then spoke to Mr. Alsop, Jun., as stated by the witness Smith; but with this exception the whole of his representations relative to him were perfectly untrue.

Smith, on the contrary, declared before his Maker that everything he had stated was perfectly true.

Mr. Hardwick (to Payne).—Did you not hear a violent ringing at the bell at the house of Mr. Alsop before you heard the screams?

Payne.—No, I did not. I only heard the screams, and those caused me to go back.

Mr. Hardwick.—Had you been in the company of Milbank on the Tuesday?

Payne.—Yes; we had been together, but we parted at the White Hart, and I did not again see or speak to him until I met him at the Morgan's Arms.

Mr. Hardwick.—Then you mean to say that you did not meet Smith at the land at all, and that what he states about your being in company with Milbank, and your remarks to that person, is all false, and the mere invention of the witness?

Payne (after some hesitation).—I do say so.

Smith again declared that he had stated nothing but the truth.

Mr. Nicholson, the landlord of the White Hart, stated, that both Payne and Milbank had been at his house on the Tuesday evening. They had been out shooting together, and the latter got so drunk that he was not able to take his gun home with him, and consequently left it behind. He (Milbank) left his house a little before 9 o'clock, but whether Mr. Payne went with him or not, he was not able to say.

Mr. Burden, the landlord of the Morgan's Arms, corroborated Payne's account of what had passed there.

Milbank, who was dressed as he had been on the night in question in a white fustian shooting jacket and a white hat, said that he was so drunk that he had not the least idea of any thing that happened.

Both Lea, the officer, and Inspector Juard, here remarked that they found that Milbank had procured a brown greatcoat, with a large collar to it, after leaving the White Hart, and that he had purchased a candle at a chandler's shop between the White Hart and the residence of Mr. Alsop.

This also Milbank denied all recollection of.

The Misses Alsop, and Mrs. Harrison, their sister, repeated their statement as to the appearance of the person by whom the outrage had been committed, and which has been already before the public. They also declared their firm conviction to be that the individual was not drunk at the time.

Mr. Strock said that his mind was made up as to the parties, at the same time he could not account for the supernatural appearances described by the ladies, the Misses Alsop.

Mr. Burden observed, that he should feel no doubt in coming at the same conclusion, that the accused persons were those who had been guilty of the act, both from what Millbank said to the man Smith on entering his house--namely, "What do you think of Spring-heeled Jack now?" or words to that effect, and his having the remains of a candle in his possession; but still he was at a loss to reconcile these points with the supernatural appearance spoken of.

Mr. Alsop, jun., and other witnesses were examined, after which, Mr. Hardwick said that it was evident, from what had taken place, the two persons suspected knew more about the affair than they wished to acknowledge, or, if they were innocent, it certainly was most extraordinary that so many concurrent circumstances should be adduced to fix upon them certainly the strongest possible suspicion. He could not conceive what motive the witness Smith could have in making the statement if it was groundless and without foundation, while he could at once find a motive in its denial by the accused. Besides, the fact of Mr. Payne not mentioning the circumstance to any person in the parlour of a public-house on the night in question was, in his mind, a circumstance pregnant with suspicion; and he (Mr. Hardwick) would now take care that the affair should be thoroughly investigated, and if it should turn out that they were the guilty parties, they should be punished to the utmost. He then directed that summonses should be taken out for other witnesses to be in attendance on Friday, and expressed a hope that in any account that might appear of the proceedings a request would be made to the person who was present with the cloak on, on the night in question, to attend on that day.

1838 March [3] (Sat) London Times, p. 7. (card 1)

LAMBETH-STREET.--Yesterday a further investigation, relative to the late outrage on Miss Alsop, at Old Ford, took place at this office before Messrs. Mark Hardwick, Coombe, Norton, Tickle, and Gregory, and the Justice room, as on Wednesday, was very much crowded.

Mr. Richardson, a shoemaker, and the person alluded to by Smith in his statement on the previous day, stated that on the night of Tuesday week, at about a quarter to 9 o'clock, he was passing along Bearbinder Lane, and on arriving within about 50 yards of Mr. Alsop's residence, he saw heard a violent ringing at that gentleman's bell. In about a minute afterwards he observed some person come out of the hall-door with a lighted candle, and advance through the garden to the gate, and presently heard the violent screams of a female. Almost immediately after this he met a young man in a large cloak and a boy, and the former said something about "Spring-heeled Jack" being in the lane. This he said in rather a joking or laughing manner. Witness instantly called out "police," and Mr. Smith coming up at the time, asked him if he would not come on. He replied that he would, and as they were hurrying towards Mr. Alsop's, he observed a man dressed in a white fustian shooting jacket, standing in the lane, nearly opposite to Mr. Alsop's, whom he asked what was the matter, but he made no reply. When they (he and Smith) had got to Mr. Alsop's, Mr. Alsop, jun., and his sister were calling for the police from the front windows, and on observing them they came down and related what had happened, and described the appearance of the person by whom the outrage had been committed, but not in such a manner as to impress him with the idea that it had been so furious as he subsequently saw it described in the newspapers. While (he witness) and Smith, were speaking to Mr. Alsop, jun., and his sisters, the man with the cloak and the boy whom he had before met, as well as Mr. Payne, came up to where they were standing and the latter spoke to Mr. Alsop, jun., and subsequently went away.

Mr. Hardwick here desired Millbank, who was in attendance, and who was dressed differently from the day before, to stand forward, and he having done so, asked Richardson if he could recognize him as the man whom he described to be standing in the lane on the night in question.

Richardson, after looking at him, repeated that he did not think he was, as the person he observed was, in his opinion, much younger, taller, and thinner.

Smith, the other witness, however said that he was positive he was the individual, as he had not only an opportunity of seeing him when he forced the wheel off his shoulder, but also at the Morgan Arms public-house.

Mr. Hardwick (to Richardson).--You have stated that you distinctly saw a lighted candle brought from the house of Mr. Alsop immediately after you heard the screams of the female.

Richardson.--I did, sir.

Mr. Hardwick.--Now, from the position in which you were at the time, can you take it on you to say that if a greater light than that produced by a candle had been exhibited in the garden of Mr. Alsop you must have seen it?

Richardson.--I certainly must.

Mr. Hardwick (to Smith).--And are you of the same opinion?

Smith.--I am, sir; I saw no light but that of a candle.

Mr. Hardwick (to Richardson).--About this young man in the cloak can you say what became of him?

Richardson.--I cannot, sir.

A gentleman, residing in the neighbourhood of Old Ford, here stepped forward, and said that, feeling considerably interested in the inquiry, he had himself taken much pains to elicit the truth, and allay, if possible, the terror which the occurrence had spread over the neighbourhood. With this object in view, he had, since the last examination, and after a good deal of trouble, made out the individual whose name is Fox, and who would be in attendance had it not been for

serious illness. He (the gentleman) had however taken down his statements, which he would take the liberty of reading, and which he said he would be willing to swear to if necessary. It was as follows: "I hereby declare that I was the person with the boy spoken of by one of the witnesses respecting the outrage committed at Mr. Alsop's house; but I had no cloak on, neither did I see any one with a cloak. I stopped at the gate when I was told they had seen "Spring-heeled Jack" I thought it was all a game, and left them. The boy came there with me, but I do not know him. J. Fox."

Richardson and Smith both declared that the man they had seen, and who returned with the boy to Mr. Alsop's, had either a cloak or very very large cape on, while Mr. Alsop, jun., asserted the contrary.

Mr. Hardwick here asked Millbank if he had refreshed his memory since the last time he was present, and if he now recollected being in the lane, or what he had been doing on the night in question.

Millbank replied, that he was still unconscious of everything that occurred from before leaving the White Hart at Old Ford, until the following morning, and how he got home or to bed he was unable to say.

A respectable tradesman, who lives not far from the neighbourhood, and who from his "larking" propensities had been suspected of having something to do with the occurrence, said that he had come forward in consequence of some insinuations prejudicial to him, and to remove any imputation that might be cast upon his character, to declare solemnly that he knew nothing whatever of the transaction. He said that the outrage, as it was called, was most injurious to him, as some tenants of his in the neighbourhood talked about quitting their tenements, in consequence of their fears to go out after dark, and concluded by declaring, in a very theatrical manner, and with a peculiar flourish,

that he believed the greater part of the statements as to the appearance of the individual committing the outrage was a mere fudge, and that a burning candle, through the fright of the parties no doubt, had been magnified into the blue and white lights they had heard so much about.

Mr. Hardwick admitted that there might be a little exaggeration, but it was quite impossible he could get rid of the solemn and repeated assertions of these respectable individuals on oath, and that, too, without any earthly assignable motive, and arrive at such a conclusion as that expressed. He felt bound to give credence to the testimony of the Misses Alsop, as the violence of which they complained would be in itself sufficiently alarming when committed by a ruffian without the addition of artificial lights, therefore what motive could they have in swearing distinctly to the lights. But, besides, there were other circumstances which went in corroboration of their statement. It would be recollected that a very intelligent girl, and in whose probity her master and mistress had placed the utmost reliance, had on the last examination given an accurate and detailed description of a person dressed in pantomime costume, that she had seen not very far from this neighbourhood and who appeared to vomit forth similar lights to those spoken of. There was another female, he understood, who had witnessed something similar, but who was not now present, close to the residence of Mr. Alsop. So that the case of the Misses Alsop was not a solitary instance of such practices. There was one thing which he really would admit was somewhat irreconcilable and staggering, and that was, that neither Richardson or Smith should have observed the light spoken of on the present occasion.

Mr. Farrell, the proprietor of the Pavilion theatre, being present, was questioned by the magistrates as to the chymical substances necessary to produce such a light as that described, and that gentleman said that the dropping of certain strong acids on a sponge charged with spirits of wine would produce such appearances as those described, and that the colour of the flame emitted would depend on the peculiar quality or description of acid.

Millbank, who cried bitterly, complained that the imputation cast upon him by the opinion expressed by the magistrates on the former day was calculated to do him irreparable injury in his business.

Mr. Hardwick observed that he was not singular in the opinion he had arrived at on that occasion. Now by that both he and Payne knew more about the business than they wished to state, for the magistrate who investigated the case with him, and he believed many respectable individuals who had heard the evidence given, and the manner in which that evidence was given, perfectly agreed with him. From what had taken place that day, and the private information that had reached him, as well as the high character which he had received for general good conduct, he Mr. Hardwick, felt bound to say, not only that his opinion was much altered, but that he believed that he was not the person who had committed the outrage; and therefore he hoped his character would not suffer from any thing that happened. The outrage committed was of a serious description, and one which the magistrates are bound to inquire strictly into. The officers were in possession of some information which should be promptly followed up and acted upon, as no efforts would be spared to bring the party or parties concerned in those disgraceful and mischievous proceedings to justice. The further inquiry, therefore, should stand over for the present.

The investigation lasted several hours, and had not terminated until a late hour.

1848 September 19 (Tues) London Times, p. 4. *Cros Adiantum*

Astronomical Discovery.--An Inverness correspondent of the Rosshire Advertiser of Friday writes as follows:--"Within the last nine or ten months I and several others have frequently observed two large bright stars, which, so far as I know, are found in no astronomical nomenclature. But for the superior brightness of one of them, and its peculiar sparkling light, it might be taken for Venus. The size and

appearance of the other bears as close a resemblance to Mars. The relative position of the clear body is generally south by east of the other, and is often above the centre of our Church-street; but I have frequently observed it at all periods of the evening up to midnight immediately over the wooden bridge, the relative position of the other being W.N.W., opposite to the Caledonian Hotel. But these are not invariably their situations in the heavens during an hour of any evening. On one occasion, to the best of my recollection, a little after 9 o'clock in the evening of the 18th ult., I was in company with several individuals. We observed the clear star a little to the east of Island Bank-house, the residence of Mr. Falconer, of the Royal Academy
1856 August 5 (Tues) London Times, p. 9b.

(Ireland) The Great Comet of 1556.
If the accounts from Limerick are to be credited, the marvellous comet of 1556, after an absence of just three centuries, has made its predicted reappearance in the south of Ireland. The Observer of Saturday says:--

"A gentleman of the highest respectability has just informed us that he saw last night for the third time, what appears from his description to be the long-expected comet of 1556, the re-appearance of which this year has been so long foretold; astronomers, however, guarding their calculations by the proviso that a difference of three years might possibly occur, although there was every reason to expect that the great comet, which takes three centuries to complete its orbit, would be visible about the month of August, 1856. Our informant thus describes the object which attracted his attention for the first time last Wednesday night:--He was standing near the salmon-weir, on the platform before the mills of Corbally, about half-past 10 o'clock, when his attention was attracted by what appeared to be a fire rising on the top of Keeper mountain, due east of his position. He remarked the object to a gentleman who was with him, but, as the fire rose and cleared the top of the mountain, his friend suggested that it must be a lantern suspended to a kite. It had then the appearance of a globe of fire as large as a good-sized orange, with a broad tail of light extending about 18 inches from the body. The two gentlemen watched it for an hour, and the watchman on the weir observed it also. On Thursday night they all saw it again. It rose a few moments later, presenting the same appearance, and was high in the heavens at half-past 11 o'clock, when they went home. At that hour one of the gentlemen pointed it out to his sister. Last night, from the same place, the same persons again saw it rise about 20 minutes before 11 o'clock, and then it first occurred to one of them (our informant) that it might be a comet. He ceased to watch it about midnight, but the watchman observed it up to half-past 1 o'clock this morning. It did not seem so large as on the previous nights, but still far exceeded the most brilliant form in which the planet Jupiter has ever been beheld. As the greatest comet on record is really due about this time, and as the extreme sultriness of the weather would seem to warrant the belief that such a celestial visitor is near at hand, we shall be glad to hear if any other persons have observed the appearance which has thrice risen upon our astonished friends."
1856 August 11 (Mon) London Times, p. 8c.

Ireland (From Our Own Correspondent.) / THE COMET.
Next to the great sea serpent, which did not exhibit its properties in the waters of Barty Bay a few years ago, the comet of 1856 seems to be the all-engrossing subject of speculative curiosity. The people of Limerick have not altogether given it up, and night after night the heavens are searched in the hope of catching a glimpse of the wonderful tail. Meanwhile, the southerners are not going to have a monopoly of the sight. A Sligo paper of yesterday says:--
"On Thursday evening several persons saw what appears to us to have been the comet, the reappearance of which this year has been long foretold by the most eminent savans. It had the appearance of a large oval with a flowing tail. The body was a brilliant red, and the other portions of a pale blue tinge. The head was inclined towards the south-west and from the entire appearance of this strange celestial visitor we are inclined to believe that it is the comet alluded to above."
1856 September 12 (Fri) London Times, p. 6f

Ireland (From Our Own Correspondent) The Comet.
Professor Hind's letter to The Times, announcing the approach of the great comet, has revived the phenomena speculation at this side of the water, and the sight-seekers are keeping a sharp lookout for the advent of the brilliant visitor. A writer in the Cork Examiner says:--
"On Sunday night, about half-past 10 o'clock, a very luminous body appeared in the sky to the south west, apparently larger than the moon. It resembled a ball of fire, casting a brilliant light around. The heavens presented all round a very dingy appearance. At 11 o'clock it rapidly sank below the horizon to the west south west, diminishing as it went, and emitting a bright glare along its wondrous track."
Omaha Times Oct. 27, 1857 p. 2--Earthquake in Mo. & S. Ill.

There was likewise a strong smell of sulphur, and it is said on good authority, that a sulphuric meteoric ball of ~~fire~~ rolled about the streets of the city (Merrimac), leaving wherever it went a most unpleasant smell. (Also, dark during shock; when past, moon shines again.)

Sept. 16 '56 L. Napoleon gives prize for model ornithopter
Sept 30 Donati's comet
Oct. 28pl Balloon escapes from (Adrian) Mich (Ohio), seen at Bliss field, Lanaville, 3 mi hi and apparently size of star; later dimly seen going toward Malden
Nov. 11 Balloon race in Ohio
1858 December 4 (Sat.) London Times, p. 7d.

TO THE EDITOR OF THE TIMES.
Sir,--Last night at fifteen minutes to 9, it being very dark and raining heavily, I was ascending one of the steep hills of this neighbourhood, when suddenly I was surrounded by a bright and powerful light; which passed me a little quicker than the ordinary pace of a man's walking, leaving it dark as before.
This day I have been informed that the light was seen by the sail in the harbour, coming in from the sea and passing up the valley like low cloud.
Will you or any of your readers be pleased to give an explanation of the above?
I am, Sir, yours truly,
JABEZ BROWN.

Boscawen, Dec. 1.
1860 Wm; 16 (Th) Western Journal of Commerce (Kan. City, Mo) p. 27

Supernatural Light on a Railroad--Singular Phenomenon.
An engineer employed on the Northern Central Railway in Maryland, informs the Baltimore Republican that on Friday night last, while running a freight train over the road, and when about ten miles from Baltimore, he was suddenly startled by seeing directly before him what he supposed to be the front light of another engine coming towards him--not over a hundred yards distant.
He immediately blew the whistle to put down the brakes, and finding that he was about to run upon it, he reversed the engine and did everything in his power to stop, but finding it impossible, he gave the alarm to the fireman and rushed to the rear of the engine for the purpose of jumping off to save his life, when, upon turning again to take another look ahead, he was completely astounded by the discovery that the light had disappeared, but where to or how, no one was able to say. The story is substantiated by all those who were on the train, who state that they all saw the light directly ahead, very distinctly, and rather larger than the usual front lights.
After running a short distance the train was stopped, and those engaged upon it instituted a search for the cause of this mysterious light, but all their efforts were in vain, as there was no light of any kind to be seen in the entire neighborhood. The Republican says it will be remembered that a man was killed at this very spot almost a week since, and it is the supposition of those who saw it, that the light was caused by some supernatural agency, as they are of the opinion that it was entirely too large to have been the reflection from a hand lantern. As we are not inclined to believe in "ghosts," we have some doubts about this, but it was certainly a singular phenomenon of some kind.
1860 August 9 (Th) Western Journal of Commerce (Kans City), p. 2.

A New Mystery--A House that Will Burn Anyhow.
The Taylor (Wis.) Reporter tells the following:
We learn from Mr. Joseph S. Corey, who resides at East Lake, Polk county, Wisconsin, the following facts, which we give our readers, and strange as they may appear, we doubt not their truth in any particular, as they are well authenticated by many witnesses, upon whose veracity as upon Mr. Corey's we place implicit confidence.
On Tuesday, June 26, while Mr. Corey and his two sons were at work in a field near his house, their attention was arrested by smoke, which appeared to rise from his stable. They hurried to the barn as quickly as possible, and discovered a pile of straw nearby on fire. This was immediately extinguished, and as they were returning to the field, the stable caught on fire in different places, which, by considerable exertion, was put out. Before, however, they had left the premises, another fire was discovered underneath the Granary, in a pile of boards. The bottom board was burned nearly through, but the others were not even scorched. After this was put out, Mr. Corey sent one of the boys into the house to ascertain whether all was safe there. He immediately came out and told his father that the house was on fire. Mr. Corey immediately ran up stairs, where he found some clothes that his wife had laid away the day before were burning. They were thrown out of the window, and from that time until late at midnight the fire broke out all over the house. First a paper would catch, then a mosquito bar, then a straw bed, &c, and it was only by the utmost exertions of Mr. Corey, aided by two gentlemen, Mr. Hale and Mr. Treadwell, that the building was saved. The fire continued at intervals until Sunday, 1st inst., and attracted many visitors. We shall not attempt to give any cause for this wonderful freak of nature.
1860 August 30 (Th) Western Journal of Commerce (Kans City), p. 27

Feeding the Sun.
On the first of September last, at eighteen minutes past eleven o'clock A.M., a distinguished astronomer, Mr. Carrington, was engaged had directed his telescope to the sun, and was engaged in observing his spots, when suddenly two intensely luminous bodies burst into view on its surface. They moved side by side through a space of 35,000 miles, first increasing in brightness, then fading away; in five minutes they had vanished. They did not alter the shape of a group of large black spots which lay directly in their paths. Momentary as this remarkable

phenomenon was, it was fortunately witnessed and confirmed, as to one of the bright lights, by another observer. Mr. Hogeon, at Highgate, who, by a happy coincidence, had also his telescope directed to the great luminary at the same instant. It may be, therefore, that these two gentlemen have actually witnessed the process of feeding the sun by the fall of meteoric matter. But, however this may be, it is a remarkable circumstance that the observations at Kew show that on the very day, and at the very hour and minute of the unexpected and curious phenomenon, a moderate but marked magnetic disturbance took place; and a storm or great disturbance of the magnetic elements occurred four hours after midnight, extending to the Southern hemisphere. Thus is exhibited a seeming connection between magnetic phenomena and certain actions taking place on the sun's disc—a connection which the observations of Schwabe, compared with the magnetical records of our colonial observatories, had already rendered nearly certain.—London Paper, 1863 September 8 (Tues) New York Herald, p. 38. (card 1)

AERIAL NAVIGATION. / An Extraordinary Invention--The Air Navigated Successfully--The Great Air Ships--Incidents of Their Trial Trips.

We have this week the pleasure to record the success of the most extraordinary invention of the age, if not the most so of any the world ever saw—at least the greatest stride in invention ever made by a single individual.

In October last Dr. Solomon Andrews, of Perth Amboy, N.J., commenced the construction of a war aerostat, for reconnoitering purposes, own his own personal responsibility, not being able, after submitting his plans to the War Department, to make the honorable Secretary of War "see the utility" of a machine which would go over into [] and reconnoitre the force and position of the enemy. His plans showed on the face of them to say one not stupid that the machine could not do otherwise than go ahead in any direction in which the bow was pointed, and that, too, with any amount of power or force which might be desired, and which greenbacks would readily procure. The power required and the propelling apparatus added but little weight to the aerostat, whether of large or small dimensions; consequently it did not increase the dimensions of the aerostat beyond that of balloons of ordinary construction, much less in size than many that are now made. The machine made by Mr. Andrews would carry up three men in addition to all the fixtures and paraphernalia for its forward movement. It contained twenty-six thousand cubic feet of hydrogen gas. It carried him, weighing one hundred and seventy-two pounds, and two hundred and fifty-six pounds of ballast.

Upon his invitation last spring we have sent our reporters at three different times to witness his experiments with his machine, and have watched his progress with great interest.

Its form was that of three segars pointed at both ends, secured together at their longitudinal equators, covered by a net, and supported by one hundred and twenty cords a car sixteen feet below under its centre.

The car was twelve feet long, made of basket work, and was sixteen inches wide at the bottom. The aerostat, or cylinders, were made of varnished linen, like ordinary balloons.

On Friday, the 4th instant, he made his last experiment, and demonstrated to an admiring crowd the possibility of going against the wind and of guiding her in any and every direction with a small rudder having only seventeen square feet of surface. He made no long flight in one straight line, lest his modus operandi aboard be divulged; but by a most ingenious plan demonstrated her capabilities beyond all possibility of doubt, whilst he presented a public knowledge of his method of propelling.

After a few short flights, to satisfy himself and a few friends that all was right, and that she would do all he had contemplated, he set her off in a spiral course upward, she going at a rate of not less than one hundred and twenty miles per hour, and describing circles in the air of more than one and a half miles in circumference. She made twenty revolutions before she entered the upper strata of clouds and was lost to view. She passed through the first strata of dense white clouds, about two miles high, scattering them as she entered in all directions. In her upward flight could be distinctly seen her rapid movement in a contrary direction to the moving clouds, and as she came before the wind passing by them with great celerity. As she was distinctly seen thus to move, both below and above the clouds on the clear blue sky at 5 o'clock P.M., with the sun shining clear upon her, there could be no mistake or optical delusion to consider.

As to her propelling power and motive apparatus, it behoves us not now to speak. It might be considered contraband of war, or affording aid and comfort to the enemy, for with such a machine in the hands of Jeff Davis the armies around Washington would be powerless to preserve the capital.

We think Dr. Andrews deserves more praise for the patriotic ingenuity with which he has preserved his secret, and yet tried his grand experiment in the open air before the public, than even that manifested in the conception and construction of his machine. Of that and its beautiful simplicity we may have occasion to speak hereafter. We have the documents.

1863 September 9 (Wed) New York Herald, p. 4.

Aerial Navigation. / TO THE EDITOR OF THE HERALD. / Perth Amboy, N.J., Sept 8, 1863.

Will you have the goodness to publish, for the information of scientific men, the fact that the twenty revolutions made by my aerial ship in her spiral circle of half mile diameter were made in the time of fourteen and a half minutes. To me the most astonishing thing was that the material of which she was constructed withstood the resistance of the air at so great a velocity. It was, however, prepared for it,

by using brought to a point at the ends of the three cylinders over conical pieces of cork five inches in diameter at their base. Strong cord secured these points to the apex of light strips of wood, extending along the sides of each cylinderoid, and meeting together at that point.

Your reporter has spoken within bounds as to the rate of her speed. The first eleven revolutions were made in seven minutes and a few seconds. The last three revolutions were made in three and a half minutes. A gradual diminution of velocity was a matter of course. The circles did not diminish in diameter, for they appeared larger to the view as she ascended, and they must have increased in size from her slower movement, owing to a diminution of motive power, as well as the rarer air acting upon her rudder. Hence the calculations made by your reporter on the whole number of revolutions, in the whole period of time before she was lost to view in the upper strata of clouds, falls far short of her greatest velocity. It must have been over two hundred miles per hour at the early portion of her spiral movement. Very respectfully, yours, SOLOMON ANDREWS.

1863 August 11 (Tues) London Times, p. 10.

THE AUGUST METEORS. / TO THE EDITOR OF THE TIMES.

Sir,—A large meteor was seen to-night at 8.27 moving very slowly along the northern horizon from west to east at an altitude of about 8 deg. It was at least three times as brilliant as Venus, remaining visible for nearly five minutes, moving slower than any hitherto observed. I should be glad to receive observations made at more favourable stations.

There has been a perfect shower of these strange bodies to-night, and from observations made here we estimate that they fell at least at the rate of 200 per hour. Of course it was absolutely impossible to record all seen, but all appeared to diverge from about one radiant. Many peculiarities were noticed and some of the splendid trains accompanying them viewed under slight optical power.

It appears highly probable that the electrical conditions of the atmosphere was sensibly affected, as auroral clouds, exceedingly luminous, began to spread over the heavens at 11 p.m., when observation ceased. / I remain, Sir, your obedient servant, / THOMAS CRUMPLEN. / Mr. Slater's Observatory, Ruston-road, Aug. 10.

Aug. 13 (Th), p. 9. THE METEORS OF AUGUST 10. (2 reports on the shower). TO THE EDITOR OF THE TIMES.

Sir,—The "large meteor" seen by Mr. Crumplen on Monday evening at 8.27, three times as brilliant as Venus, and moving from west to east, was a fire balloon sent up shortly after 8 o'clock from the Eton and Middlesex Cricketground, Primrose-hill, as a finale to some athletic sports which had taken place during the afternoon. I am, Sir, your obedient servant, St. Johns-wood, Aug. 12. B.C.C.

1866 January 9 (Tues) (London) Times, p. 106.

FALSE LIGHTS ON THE DURHAM COAST.—A good deal of discussion has been going on in shipping circles on the Tyne and Wear during the past month, with regard to the numerous and mysterious wrecks of vessels which have occurred during the winter on the Durham coast, near Whitburn, about equidistant from those two important commercial ports. From whatever cause, there can be no doubt that the majority of vessels that have been stranded have been allured ashore by a light or lights resembling the flashing light upon Tynemouth Point at the mouth of the Tyne. It was bruted abroad a good deal in shipping circles that vessels had been decoyed upon the rocks by false lights; and the shipmasters whose vessels had been stranded, in accounting for the loss of their vessels, were all most positive that lights had been exhibited, and that they had been allured ashore by them. The subject was submitted to the London Trinity-house, and an inquiry was made by Admiral Collinson at Sunderland about a fortnight ago, and from the evidence of various persons no doubt was left on the minds of most persons that false lights had been exhibited, and that vessels had been led ashore thereby. But as it was left in doubt whether the exhibition of those lights was wilful or accidental, the question was in a sense left an open one. Within, however, the last two or three days it has again been brought under the notice of the Tyne Pilotage Commission. Mr. Lyall, the clerk, said that the Nautical Committee of the Commissioners had examined some of their pilots with regard to the lights said to have been exhibited at Whitburn. Benjamin Peel stated to them that he had seen a light exhibited at Whitburn. The light was occasionally seen as a bright intermitting or revolving light. The light, to the best of his judgment, was about the village of Whitburn. Thomas Tynemouth (?) said he saw a bright light to the north of Souter Point, on the night of the 22d of December. It bore W.S.W., and appeared to be a revolving light. It is a rocky desolate shore. There are no dwellings in the neighbourhood, and the light seemed to be considerably elevated above the land. John Skee Blair, a pilot's apprentice, gave similar testimony. The Clerk to the Commissioners suggested that the Board of Trade should be asked to offer a reward for the discovery of the persons exhibiting this light. The Nautical Committee was requested to continue its investigations, and report to the next meeting of Board. "There is a strong feeling in the north that the Board of Trade should make a searching inquiry into the causes of the appearance of these mysterious lights, as much for the character of the fishermen as in the interests of the navigation of the North Sea; for if these lights have been exhibited accidentally a proper light should be put up at once on Souter Point about which there could be no mistake. If the lights have been wilfully shown to allure vessels on a shore, this is a crime that has heretofore been totally unknown upon the north-east coast, and people can hardly believe it."

1866 January 18 (Th) Daily Telegraph, p. 3.

THE WHITBURN LIGHTS.—Admiral Collinson, before whom an investigation was recently conducted into a charge that false lights had been shown by wreckers among the fishermen at Whitburn, on the Durham coast, has written a letter vindicating the Whitburn fishermen from such an imputation. The gallant admiral, after referring specially to the service rendered by some of these men on Saturday morning last, when attempting to rescue the crew of a Belgian ship when the lifeboat had been capsized and washed ashore, says: "The gallant conduct of the Whitburn fishermen is the best denial of the calumny brought against them, and Englishmen will never credit that men who risk their lives in saving the shipwrecked sailor can be guilty of the base act of decoying him to his destruction. So far as I can see, not one particle of evidence has been brought forward which can fix the stigma of exhibiting false lights on the fishermen, and so far as the evidence of the two masters of the shipwrecked vessels is concerned, it appears to me that their loss was occasioned by an error in judgment, and not by the exhibition of any light. I sincerely regret that another wreck has taken place on this ill-fated spot: it will prove to the world that the Whitburn fishermen are ever ready, as they ever have been, to succour those in distress, and their noble conduct on the morning of the 13th will be long remembered by their countrymen."

1866 December 4 (Tues) London Times, p. 5c

THE WHITBURN LIGHTS.—The ship Margaret and Jane, supposed on Saturday to have gone ashore on the Northumberland coast on Friday night, it is ascertained was wrecked that night on the Durham coast upon Whitburn Steel. It will be remembered that great controversy went on last winter among seafaring men through the number of vessels that went ashore at Whitburn, by mistaking lights there for Tynemouth, and some people were wicked enough to impute to the fishermen that they exhibited false lights, with the object of decoying vessels ashore; but, after a most careful investigation, those charges were proved to be utterly false. This winter the same thing, however, is likely to occur again, that is to say, masters of vessels are again beginning to mistake a light which must very much resemble Tynemouth light, as it appears to revolve, and ran their ships ashore on the rocks at Whitburn while believing that they are being guided into the Tyne by Tynemouth light. The master of the Margaret and Jane reports to the South Shields Insurance Clubs that on approaching the Tyne on Friday night in the dark he saw a light, which he took to be Tynemouth light; that he called his officers and men together, and they agreed with him that it was so; and, more, that he had a steamboat alongside of him, and that the master of the boat also said that the light was Tynemouth, and that in following the ship the steamboat was nearly lost also. The light led the ship direct upon the rocks, and if the Whitburn lifeboat crew had not been prompt in taking the crew of the ship off they would all have been drowned, as the vessel broke up half an hour after they were rescued. Another vessel, a bark belonging to Sunderland, ran ashore at Whitburn on Saturday night, it is thought, from the same cause as the Margaret and Jane; but details have not yet reached Shields. The London Trinity-house intend to place a light at Souter Point so strong that no vessel can mistake it. But in the meantime it appears to be incumbent on the local authorities to ascertain where the light is exhibited which is doing this terrible mischief. It is thought that it is accidentally shown from the window of some house in the village.

1866 December 31 (Mon) London Times, p. 4f

THE LIGHTS AT WHITBURN.—An inquiry was opened on Friday in the South Shields Police-court, and extended over Saturday, into the circumstances attending the loss of the bark Margaret and Jane, of that town. The Mayor and Alderman Glover were on the bench, and the assessors of the Board of Trade were Captain Harris and Captain Meight. Mr. Hamel conducted the case for the Board of Trade. The Margaret and Jane, it will be remembered, went ashore on the Durham coast on the 30th of November, in consequence, it was alleged, of mistaking a light at Whitburn for Tynemouth Castle light, and in a very short time she went to pieces. The vessel was bound from Alleante [?] to the Tyne, laden with esparto grass, and was in command of Mr. William Shields at the time she was lost. She was short-handed, having lost one man by cholera at Genoa, and the mate and three of the crew had been detained in Spain, in consequence of some street disturbance. On Friday, the 30th of November, by an observation made by the captain, they were 21 miles to the southward of the Tyne. The wind was then from the south-west, and at about 4 p.m. land was seen on the port side, distant six or seven miles. The vessel was steering N. by W.; but on this point there was a difference of opinion. Between 5 and 6 o'clock a light was seen by some of the men who were aloft, which seemed to be some two points on the port bow. The vessel's course was then N. by W., and a cast of the lead having been taken at the same time gave a depth of 15(?) fathoms. The light that was seen was taken for a revolving light, and when the captain heard of it he took the bearings and came to the conclusion that it was Tynemouth. He put his vessel about to wait for the tide, and the water turning suddenly smooth then rough the captain put his helm hard aport to hold off the shore, when the vessel almost immediately ran among the breakers and struck. A steamboat was near at the time that the vessel struck. The boatswain and most of the hands of the bark were examined, and the purport of their evidence was that they saw a revolving light which they mistook for Tynemouth light, and that it led them ashore. It appeared to lie a good distance from the ship, about a couple of miles, and well up the cliffs, and higher up than the ship's masts, the position that they were in. Alexander Bertram, the master of the steamboat Helen, which

was alongside the Margaret and Jane just before she struck, gave evidence that they saw the flash light once, and thought it was upon Souter; and he said that he and other steamboat men had seen similar lights frequently there when they came in from the sea, and in making the land, the light looked very like that of Tynemouth. He had no idea what the light was. He had seen it since the ship was lost. This witness said that he saw the vessel standing into danger, but that it was no business of his, and he gave the master no warning. Captain Harris remarked that the conduct of the witness was almost as bad as exhibiting false lights. Witness said, though he did not warn the master of his danger, he offered the services of his boat to try to get them off the rocks, but was not engaged. Andrew Harrison, who had been 29 years a pilot on the district, said he had seen lights at Whitburn the same as might be seen from any town or village on the coast, but none that possibly could be mistaken for Tynemouth light. Last winter he saw a flashing reflection inside the Souter, supposed at the time it was from blast furnaces. He had, however, when two or three miles south of Souter Point and a little inside, seen Tynemouth light over the headland. He did not believe that the Whitburn people had the skill or wickedness to go on the headlands and by false lights allure vessels on the Steel. Sir Hedworth Willalson, M.P., said that he had gone out at night, and had tried to see if any light about Whitburn could be mistaken for Tynemouth light, but had failed to do so. Robert Blair, a sea pilot and a member of Tyne Pilotage Board, agreed with Harrison's evidence. He never saw a light about Whitburn which could be mistaken for Tynemouth light, but he would deceive a seaman. The Pilotage Board had made an inquiry and heard from pilots that they had seen lights which might deceive a stranger, but not an experienced pilot or a man accustomed to Tynemouth light. The reflection of Tynemouth light could be seen over the end of Souter. Whitburn Steel is about a mile inside the point. If the wind is from the S.W. and its light, so that it cannot drive the smoke from Sunderland clear away, it all lodges from Souter down to Souter Point, so that a person cannot see the land until he is actually ashore. The inquiry is going on.

1866 November 20 (Tues) Sydney Morning Herald, p.

To the Editor of the Herald.
Sir,—The subject of meteoric visitations past, present, and future, being at present invested with more than the usual amount of interest induces me to mention, thus publicly, the circumstances of my attention having been arrested early one morning in November, 1862, by a very peculiar rushing noise, which increased rapidly in volume without my discovering the cause until looking immediately overhead I saw distinctly a large meteor travelling with amazing rapidity in a south easterly direction. Its apparent size was that of a large cask of a dark colour, the surface irregular, and from the variations discovered in the angularities I was led to conjecture it was revolving on its axis. I may add that the morning was very calm, and the atmosphere beautifully clear. The sun was just about to rise.

O.E. MIDDLETON. / Invallewah, near Morpeth, November 15th.

1867 January 2 (Wed) London Times, p. 11c.

A METEOR. / TO THE EDITOR OF THE TIMES.
Sir,—On the evening of the 6th of November, having gone into my balcony as usual to take my coffee, I saw what at first I took to be a lamp hung from the tower of the cathedral which is nearly opposite this Consulate. My flagstaff was in a line with the light from where I sat, and while I was wondering why a lantern should be so placed the light passed the staff. Thus I knew it must be in motion, but so fixed was my first impression that I thought it had merely swung with the wind. It, however, floated away steadily in a north-west by north direction till the roofs of intervening houses hid it from my view. It was of the magnitude, colour, and brilliancy of a ship's red light as seen at a distance of 200 yards.

I immediately ran out to an open space beyond the walls, where I could get a good view of the heavens, but no trace of the luminous body was visible. The sky was cloudy and the night dark. The motion of this (to me) extraordinary object resembled that of those fireworks which are sometimes exploded from rockets, and float in the air till they are consumed, only it was of far greater size and brilliancy. It threw no rays in any direction, appeared to be descending, and was in my sight, from first to last, about three minutes.

Nothing in the nature of an asteroid has been reported to have fallen in the neighbourhood. I have seen falling stars of great splendour in the East, and also on this coast, but nothing that in any way resembles this "light." I may add that it was seen by a friend who was in my house at the time, and who agrees in this description of it. It could not have any artificial origin.

I am, Sir, your obedient servant,
A. DE G. DE FONBLANQUE
British Consulate Carthagena, U.S. Colombia, Dec. 2.

1873 June 24 (Tues) Fort Scott (Kans) Monitor, p. 4.

Signs and Wonders.
A Serpent in the Clouds.
A few days ago a Mr. Hardin, residing some 5 or 6 miles east of this place, saw something resembling an enormous serpent floating in a cloud that was passing over his farm. Several parties of men and boys, at work in the fields, observed the same thing, and were seriously frightened. It seemed to be as large and long as a telegraph pole, was of a yellow striped color, and seemed to float along without any

effort. They could see it coil itself up, turn over, and thrust forward its huge head as if striking at something, displaying the maneuvers of a genuine snake. The cloud and serpent moved in an easterly direction, and were seen by persons a few miles this side of Honey Grove. The question is, what is it, and where did it come from?—Bonham (Texas) Enterprise.

1873 June 27 (Fri) Fort Scott (Kans.) Monitor (daily), p. 4.

Singular Phenomenon. / The Sun Encircled by a Serpent.

A strange and remarkable phenomenon was observed yesterday at sunrise yesterday morning. The sky was clear and the sun rose entirely unobscured. When the disc of the sun was about halfway above the horizon, the form of a huge serpent, apparently perfect in form, was plainly seen encircling it and was visible for some moments. We have this statement from two reliable parties who witnessed the phenomenon, and are willing, if necessary, to make affidavit of their assertions. We have too great respect for the sun to rise before it, and therefore are innocent of the authorship of this "sea serpent" of the sun; but we have all confidence in the credibility of our witnesses. What fearful portent is indicated in this wonderful and ominous phenomenon? We shall join a Sunday school and await the solution.

1877 October 5 (Fri) Times (London), p. 10b.

MYSTERIOUS LIGHTS.—From time to time the West Coast of Wales seems to have been the scene of mysterious lights. In the fifteenth century, and again on a larger scale in the sixteenth, considerable alarm was created by fires that "rose out of the sea." Writing in January, 1694, the rector of Dolgelly stated that sixteen ricks of hay and two barns had been burnt by "a kindled exhalation which was then seen to come from the sea." Passing over other alleged appearances in March, 1875, a letter by the late Mr. Picton Jones appeared in "Eye-gones," p. 148 [1987], giving an account of curious lights which he had witnessed at Pwllheli, and now we have a statement from Towny that within the last few weeks "lights of various colours have frequently been seen moving over the estuary of the Dywynn river and out at sea. They are generally in a northern direction, but sometimes they hug the shore, and move at a high velocity for miles towards Aberdovey, and suddenly disappear." Can any authorities upon natural phenomena furnish further information on the subject?—Osuestry Advertiser.

1878 July 8 (Mon) New York Times, p. 2

What a West Virginia Farmer Saw.

A telegram from Parkersburg, West Virginia, to the Cincinnati Commercial contains this story: "An optical illusion or mirage was seen by three or four farmers a few miles from this city a few days since, the appearance of which no one is able philosophically to account for. The facts are these: A gentleman, while plowing in the field with several others, about 7 p.m., happened to glance toward the sky, which was cloudless, and saw, apparently about half a mile off in a westerly direction, an opaque substance, resembling a white horse, with head, neck, limbs and tail clearly defined, swimming, moving its head from side to side, always ascending at an angle of about 45 degrees. He rubbed his eyes to convince himself that he was not dreaming, and looked again; but there it still was, still apparently swimming and ascending in the ether. He called to the men, about 100 yards off, and told them to look up, and tell him what they saw. They declared they saw a white horse swimming in the sky, and were badly frightened. Our informant, neither superstitious or nervous, sat down and watched the phantasm, (if we may so call it) until it disappeared in space, always going in the same direction, and moving in the same manner. No one can account for the mirage, or illusion, except upon the uneven state of the atmosphere. Illusions of a different appearance have been seen at different times, in the same vicinity, frightening the superstitious, and laughed at by the skeptical."

1880 March 29 (Mon) Santa Fe Weekly New Mexican, p. 3. (card 1)

GALISTEO'S APPARITION. / Mysterious Aerial Phantom Appears at the Junction. / Balloon Becomes Mysteriously Visible Overhead, and After a Short Stay Departs for the East. From Asia Probably.

Galisteo Junction, N. Mex., —
train from Santa Fe, and the operator at that point and two or three friends were taking a short walk before retiring for the night, they were suddenly startled by voices suddenly coming from the sky, but they supposed it was [from someone] on the mountain [to the east] town

Loud shouts in a language entirely unknown to the party were constantly given, [apparently offered] to attract attention.

The construction of the [balloon was] entirely different to anything [of the kind] ever seen by any of the party, being in the shape of a fish and at [one] time came so low that [faint] characters on one side of the car, which appeared to be very elegant, were plainly seen. The air machine appeared to be entirely under the control of the occupants and appeared to be guided by a large fanlike apparatus.

The party seemed to be enjoying themselves, as laughter and [occasional strains] of music were heard.

A few articles were dropped from the car as the balloon passed over the junction, but owing to the [light] the only thing which was found was a magnificent flower with a slip of exceedingly fine silk-like paper on which were some characters strongly resembling those on Japanese tea chests. The [article] which from its weight [seemed] when thrown from the car seemed to be

be made for [] in the morning.

The balloon was monstrous in size and the car, as near as can be judged, carried eight or ten persons. Another peculiar

and moved off very rapidly to the east.

Later—The cup [that had fallen] last night was found this morning. It is of a very peculiar workmanship, entirely different to anything [made] in this country. Both flower and cup of the operator of the Junction

by any one who desires to see them.

Galisteo Junction, March 27 (3 p.m.)—This evening a collector of [curiosities] passed through this place and on being shown the magnificent flower and cup dropped from the balloon which passed over this place last night, offered such a sum of money for them that [it could not be refused] and he became the possessor of them. He gives it as his opinion that the balloon must have come from Asia, and thinks

1880 April 5 (Mon) Santa Fe Weekly New Mexican, p. 4.

Solved at Last. / The Explanation of the Balloon Mystery Which Has Been Perplexing Galisteo. / The Aerial Monster, The First of a Regular Line of Air-Ships from China to America. / Special to the New Mexican.

Baugh's Bluff, March 29.

The collector of curiosities who purchased the articles thrown from the balloon which passed over Galisteo Junction Friday night, is here examining and excavating for ancient curiosities at the old Pecos church and vicinity. Last night a party of tourists, having heard of the ancient old church, stopped off here to visit it and the old Pecos Pueblo. One of the party is a wealthy young Chinaman who arrived in San Francisco a few weeks ago. The articles were examined by the party and great surprise expressed. The attention of the young Celestial was called to the writing attached to the flower, who as soon as he had looked at it manifested great delight and excitement, gasping about and uttering delighted exclamations in his own language. On being urged to give some explanation he exclaimed [?] "Hachee goodee we girlee in balloonee [] to makee we ailee flow Pekinee. Muchee glolee it is accomplishee." and other such expressions, at the same time rapturously kissing the flower. As soon as his excitement had calmed down the following facts were gathered, as near as could be from his broken English.

For some time past, great interest has been [found] in China on the subject of aerial navigation. Hundreds of thousands of dollars have been expended in experiments. That just before he left Pekin strong hopes were expressed that victory had at last crowned these efforts and that if such was the case, and he had now no doubt of it, last Friday night's balloon was but the first of a regular line of communication to be established between the Celestial Empire and America. On being asked for some explanation of his delight on reading the communication attached to the flower, he stated that he was engaged to be married to a young lady of a very wealthy family, who had a sister living in New York, and that knowing he was traveling in this portion of the country she had written the message with her own fair hand and had dropped it from the car Friday night and evidently with the hope that it might reach her lover's hands and curiously enough her hopes were realized. The gentleman left on last night's train for New York carrying the love token with him, and confidently expects to find his love in New York where they will be married.

July 29, 1880 Louisville Courier-Journal (Thurs morn) p. 4 (card 1)

More Honeymooning Between the Talented Reporters and That Well-Preserved Old Demo, Madame Rumor.

A Flying Machine Which Two Louisvillians Saw Passing Over the City. / .../With Other Edifying Parcels of News.

A Flying Machine.

That Two Louisvillians Saw Last Evening.

Between 6 and 7 o'clock last evening while Messrs. C. A. Youngman and Dan Flemer were standing at a side window of Haddart's drug store, at Second and Chestnut streets, looking skyward, they discovered an object high up in the air apparently immediately above the Ohio river bridge, which they at first thought was the wreck of a toy balloon. As it got nearer they observed that it had the appearance of a man surrounded by machinery, which he seemed to be working with his feet and hands. He worked his feet as though he was running a treadle, and his arms seemed to be swinging to and fro above his head, though the latter movement sometimes appeared to be executed with wings or fans. The gazers

became considerably worked up by the apparition, and inspected it very closely. They could see the delicate outlines of machinery, but the object was too high up to make out the exact construction. At times it would seem to be descending, and then the man appeared to exert himself considerably, and ran the machine faster, when it would ascend again and assume a horizontal position. It did not travel as fast as a paper balloon, and its course seemed to be entirely under the control of the aeronaut. At first it was traveling in a southeasterly direction but when it reached a point just over the city, when it tacked to the southwest, in which direction it was going when it passed out of sight in the twilight of the evening. The gentlemen who saw it are confident that it was a man navigating the air on a flying-machine. His movements were regular, and the machine was under the most perfect control. If he belonged to this mundane sphere he should have dropped his card as he passed over, to enlighten those who saw him, and that his friends, if he has any, might be informed of his whereabouts.

The Flying Machine.

Another Witness of Reliability to the Courier-Journal's Aerial Navigator Who has Solved the Problem.

Dr. D. F. Dempsey, of Madisonville, Ky., has written the following to the Madisonville Times concerning the flying machine which was observed passing over this city two weeks ago:

"I interviewed Mr. Wells, the proprietor of the marble shop, North Main street, and Mr. Royster, a workman in said shop, in regard to what he and his family saw hop over Madisonville last Wednesday, but was not positive as to the day. Mr. Wells stated that Mr. Royster told him about it the day that an account of a flying machine over Louisville was published in the Courier-Journal. I asked them both, particularly Mr. Wells, was it before we received the Courier-Journal. This reply was emphatic, that it was in the morning of the day we received said Courier-Journal. Mr. Royster stated this the evening before, which would be Wednesday, between sundown and dark, his son Johnnie, six or seven years old, called his attention to something he saw hopping over Madisonville. He, Mr. Royster, and his wife and other children went out and looked at it. They live in southeastern Madisonville, about half mile from the railroad depot. He said there seemed to be a ball at each end of the thing, and it looked as if it was about over the depot. It sometimes appeared in a circular form and changed to an oval. It passed out of sight going, as well as could be determined, directly south. Everybody knows Mr. Wells and will believe that what he said in regard to the time Mr. Royster told him these things is strictly true. The time may not be far away, when instead of straddling a horse or getting into a buggy or rail car, we will ride on the sky nor envy Elijah his seat. Holes travel underground by cutting their way; men tunnel mountains and go through; fishes swim in the waters, and so do men; birds fly in the air, and so will we. No one will suppose that the gentleman who flew over Louisville and Madisonville was Gabriel, for he did not toot his horn; but someone suggests that the gentleman in the aerial chariot was the devil himself sent down by the Republicans to interfere with the South in behalf of their sinking ship. This latter, however, in the way of pleasantry. The other just above is a serious matter."

1880 September 1 (Wed) New York Herald, p. 5.

(card 1)

MIRACULOUS APPARITIONS IN LIMERICK / [From the Munster News.]

Every citizen is familiar with the beautiful group of ecclesiastical buildings in our western suburbs, and the visitor to Limerick who has not seen them is a loser if he has taste for chaste architectural designs. The group comprises the church, convent and orphanage of Mount St. Vincent, being amongst the many grand religious and educational works which have been completed, besides those in progress, during the prelacy of the present Lord Bishop. We are not now going into detail of their external perfection, nor of their almost unsurpassed internal completeness and economy, and will only observe they are excelled by very few charitable institutions of the class in Ireland. Columns might be written on their beauty and the elegance of every arrangement, but much more might be penned in relating the inestimable works of religious charity and education which the Sisters of Mercy are effecting outside and hourly performing within the walls. It is delightful to see the crowds of children for whom they so unceasingly care gathered in hundreds on the grounds, or to behold those little orphans congregated in their schools, or busily engaged in their work in the rooms, or actively performing their suitable tasks in the laundries, the kitchen or elsewhere, rosy with health and radiant with happiness and intelligence. Nor are we now going to enumerate all that is done for the safety of their tender charges by the nuns, even while they are secure within their convent refuge, or after they have left it and are sent abroad into the world to provide for themselves. Our notice will be limited to some account of the awe-inspiring apparitions which have been seen within the convent grounds during the past few days, and that have caused intense excitement throughout the city. Within the past twelve months a grand wing was added to the northern side of the buildings, from designs by Mr. W.E. Corbett, C.E., in which are schoolrooms, dormitories and other apartments. On the western side of the building is a large and finely conceived figure of the Blessed Virgin, carved in Caen stone, and underneath is a window which gives light to an oratory of Our Blessed Lady situate in that part of the convent. The statue is thirty feet from the earth; and in front of it the playground and an open field extend to the boundary wall, the land thus inclosed being quite level and including about one acre or more in extent. To the north of the convent gardens is a belt of trees, which skirt the wall five or six hundred yards away, and which inclose the grounds in that direction. We have given these particulars that the facts we are about to relate should be better understood, and to show, too, that what was seen could not be produced by accidental nor by artificial means, such as magic lanterns or suchlike apparatus. It will be remembered that on Sunday, the feast of Our Blessed Lady, though the weather in this locality was magnificently fine, yet the thunder pealed with crashing sound, and the lightning flashed with startling vividness. On the evening of that day the orphans left the convent to play in the grounds in front of the new buildings, and they were told not to be alarmed by the thunder but to pray to Our Lady of Succor should they be so frightened. With the whole faith of Our Lady's protection with which the little ones, like their elders, are possessed, they passed into the grounds and proceeded to their innocent amusements in the usual manner. Soon after the thunder rolled along the sky, and the children at once devoutly offered up their prayers for safety to the

Blessed Virgin. Then they raised their voices and sang the touching hymn, "Look down, O Mother Mary," and while the beautiful music of their young fresh voices was ascending, one of the children suddenly called out, "Oh, look there!" and instantly the eyes of two hundred others, her companions, were turned toward the belt of trees to the north of the convent, and in the air above them the figure of the Blessed Virgin was beheld by all, attired in a white robe, with a blue sash around her waist. The Infant Saviour was borne on her right arm, and a rosary depended from her left. She seemed to rest on a white cloud upheld by two angels, who carried in their disengaged hands branches of some description, covered with foliage. The children were spellbound, and involuntarily offered prayers to the Blessed Virgin. After they had gazed on the vision for about ten minutes some of them ran to the convent to acquaint the nuns, but before the good ladies had arrived at the spot the Divine apparition had gone, the Virgin disappearing in the heavens. The children were found in a pale, terrified, trembling state, but all tallied in their account of what was seen, even to the description of the rosary, which they stated was large and white, and the beads of which were far asunder from each other. More startling still was it to find that children, distant from them in another part of the premises, had also seen the vision. There was no wavering and no contradictions among them. Several were from thirteen to fourteen years old of age, and it was impossible not to be convinced of their truthfulness. So much for Sunday evening; but on Monday evening the manifestation was still more decisive. While the children were again at play one of their number called out to look at the Blessed Virgin and instantly almost fainted. All eyes were directed toward the statue on the top of the building, and above it in the air the children saw the Immaculate Mother, vested altogether in white, her hands raised as if in the attitude of invoking or expressing a blessing or prayer, her eyes cast down and a silvery light surrounding the beatific figure. Some of the children again hastened to the convent to communicate what they saw, and one of the nuns, who arrived first on the spot, beheld the Virgin also. The children were unanimous in their descriptions of the strange apparition, and the little one who first saw the vision was absolutely rigid from the astonishment. The other members of the holy community did not see the miraculous spectacle, but they saw, as the sun set, globes of light—some white, some of beautiful azure, some of brilliant red and other hues, come floating through the air from the direction of the orb setting in the west, over and around the convent, and, in some cases, apparently passing through the windows. Last night the vision of Our Blessed Lady was not seen, but the events at the convent were sufficiently wonderful to justify further record. We have already stated that the reports throughout the city as to heavenly visions led to great excitement, and last evening numbers of men and others clambered on the walls facing the new buildings, while hundreds made their way into the field by the same route and lay anxiously watching in the direction of the statue. The form of the Blessed Virgin was not beheld, but a porter in the institution while passing in front of the new building saw a flood of light rise from the direction of the entrance under the oratory, and, ascending, envelop the statue in brilliant radiance. He ran toward the men lying in the field to ask them if they had seen it, when he found them gazing toward the building, having also witnessed the ascent of the light. Impressed ourselves by the reports brought to us, we have gathered the foregoing from various sources, including several of the eye witnesses, and we feel convinced of the truthfulness of those to whom we have spoken.

1880 September 3 (Fri) New York Times, p.4 (last col.)

As yet no pilgrimages have been made to Limerick, but the wonders lately seen there are both as strange and as well attested as any other ancient or modern miracle. Early in the evening of Sunday, the Feast of Our Blessed Lady, some two hundred inmates of the Orphanage of Mount St. Vincent left the convent to play in the grounds in front of the buildings. The weather was very pleasant, but occasionally there were both thunder and lightning, which the children were told would not hurt them if they prayed for protection to Our Lady of Succor. Accordingly they did so when the thunder came, and upon one of their number crying, "Oh, look there!" and pointing to a group of trees, the whole number saw in the air above them the figure of the Blessed Virgin. She seemed to rest on a cloud, supported by angels, who carried in their disengaged hands branches of some sort covered with foliage. She was robed in white, gathered at the waist with a blue sash; the infant Saviour was borne on her right arm, and a rosary hung from her left. So vivid was the image that the children, some of whom were well grown, were even able to declare that the beads

of the rosary were white, and were strung at some distance from each other. That evening the apparition vanished before the children were able to summon the Sisters of the convent, but the next evening it came again. This time she was robed wholly in white, and was surrounded with silvery light, and one of the nuns also saw the strange vision. Various other members of the community, who did not see her, saw sights scarcely less strange. At sunset, it is declared, globes of light of brilliant hues came floating through the air, and some of them passed through the windows. And on another occasion, which is as late as the accounts extend, a statue of Our Blessed Lady was enveloped in a flood of light. As the statue is said to be inaccessibly situated on a wall 30 feet from the ground, and to front on an area of about one acre, which is so open that concealment of any apparatus is impossible, no explanation can readily be suggested, and the strange occurrence is best left without comment until further advices.

SOMEBODY FLYING AROUND. / A Buglike Apparition in the Air at Gravesend and a Humbug at the Brooklyn City Hall.

A report that a man in a flying-machine would fly from the top of the Brooklyn City Hall at 3 P.M. yesterday drew a crowd of thousands of persons to the neighborhood. A little after 3 William McConnell, a telegraph lineman, went up on the roof of the City Hall to adjust a wire, and being mistaken for the flying man did all he could to keep up the illusion by occasionally waving his arms and kicking at the wide, wide world. It was 5 o'clock before the crowd concluded to go home. Meanwhile the Brooklyn Argus had discovered a flying man at Gravesend and had done him up in this style:

A queer looking object passed over the southerly end of the village yesterday afternoon, about a thousand feet or so up in the air. The time was 5:15 o'clock, and the object was evidently a flying machine operated by a man. It was not at all like a balloon, and not more than one-fourth of the size of an ordinary balloon. It was black and more resembled an immense bug in appearance than anything else. It had four arms, or legs, which were operated by the occupant with a motion very much like that of a turtle when swimming. The operation of the arms had the effect to cause the machine to move somewhat across the current of the wind, so that while the wind was blowing from the southeast the machine was making a westerly course, and looked as if it would pass on the south side of Staten Island or across to Keyport, N.J., provided it did not make land or fall in the water before it reached that point. Sometimes the machine would roll as if it would turn over completely, but it did not. The face of the occupant could be seen looking down from the forepart of the machine and it looked as though he was in the position of a person swimming, with the machine above him and fastened close to his body. Just as he passed the point where the New York and Brighton Beach Railroad passes over the Prospect Park and Coney Island Railroad, a train on the latter road came along and the engineer blew his whistle, to which the flying man responded by flapping his arms vigorously.

More than a month ago a similar story of a flying machine was published in the Louisville Courier-Journal. The queer object was described on the authority of a druggist of that city of good character for veracity. He said he called the attention of several bystanders to it, and they corroborated his account. Reports of the machine were also received from several points in the interior of Kentucky under circumstances that excluded the idea of collusion.

1880 September 12 (Sat) New York Times, p. (card 1)

AN AERIAL MYSTERY (ed.)

One day last week a marvelous apparition was seen near Coney Island. At the height of at least a thousand feet in the air a strange object was in the act of flying toward the New Jersey coast. It was apparently a man with bat's wings and improved frog's legs. The face of the man could be distinctly seen, and it wore a cruel and ~~staring~~ determined expression. The movements made by the object closely resembled those of a frog in the act of swimming with his hind legs and flying with his front legs. Of course, no respectable frog has ever been known to conduct himself in precisely that way; but were a frog to wear bat's wings, and to attempt to swim and fly at the same time, he would correctly imitate the conduct of the Coney Island monster. When we add that this monster waved his wings in answer to the whistle of a locomotive, and was of a deep black color, the alarming nature of the apparition can be imagined. The object was seen by many reputable persons, and they all agree that it was a man engaged in flying toward New Jersey.

About a month ago an object of precisely the same nature was seen in the air over St. Louis by a number of citizens who happened to be sober and are believed to be trustworthy. A little later it was seen by various Kentucky persons as it flew across the State. In no instance has it been known to alight, and no one has seen it at a lower elevation than a thousand feet above the surface of the earth. It is without a doubt the most extraordinary and wonderful object that has ever been seen, and there should be no time lost in ascertaining its precise nature, its habits, and probable mission.

That this aerial apparition is a man fitted with practicable wings there is no reason to doubt. Some one has solved the problem of aerial navigation by inventing wings with which a man can sustain himself in the air and direct his flight to any desired point. Who is this adventurous flyer and what is his object? are questions of immediate and enormous importance. Of course, the first impulse of the unreflecting mind will be to exclaim that the mysterious flyer is an aeronaut who has invented practicable wings, and is secretly experimenting with the before making his invention public. This is directly at variance with the known habits and customs of aeronauts. Had any aeronaut invented a pair of wings he would have advertised, long before his invention was perfected, that he was in possession of a machine wherewith to make an aerial voyage to Europe in twenty-four hours, and that he was prepared to exhibit it for a few weeks to every one who would pay 50 cents to see it. A little later he would have taken up a subscription to pay the expenses of his proposed voyage in the interests of science, and would probably have published a book on the science of aeronautics. Then he would have suddenly disappeared, taking his wings with him, or accidentally burning them, and after the first outburst of indignation on the part of a windled public would have been totally forgotten. This has been the invariable practice of these ingenious aeronauts who have claimed to be the inventors of balloons or other apparatus capable of navigating the air. That the mysterious flying man has not followed this custom makes it perfectly clear that his not a professional aeronaut.

Beyond any question, either the flying man or some Scientific Person at present unknown has invented the bat's wings and frog's legs with which the flying man now sails through the air. Why has not the inventor patented his invention and had himself duly written up by the press? The reason is obvious. The flying man is engaged in some under-taking which he cannot safely proclaim. In other words, he is an exact aerial criminal, a fact which explains the cruelty and determination visible on his countenance, and what can be the nefarious object which this probable wretch has in view? It cannot be simply theft and robbery, for it would manifestly be impossible for him, in his flying costume, to perpetrate burglary or highway robbery, or to pick pockets. It cannot be plumbing, for obvious reasons, neither can it be the sale of books published by subscription only. Yet the flying villain must have an object, and we have a right to assume that only a peculiarly nefarious object could induce a man to fly to New-Jersey or St. Louis in ~~his~~ hot weather and without an umbrella or mosquito net.

It has not escaped notice that of late Mr. Talmage has been wandering in the West in search of entertaining varieties of crime wherewith to embellish his sermons. It is also known that he returned to this City just before the flying man of Coney Island was seen. Now, if there is a man in this country whose arms and legs are fitted to endure the muscular strain inseparable from the act of flying, that man is Mr. Talmage. He has preached for years with those graceful limbs, and must have developed and hardened their muscles to an extent which would fill every other professional acrobat with envy. What is more probable than that Mr. Talmage has equipped himself with wings in order to study interesting types of immorality from the lofty height of a thousand feet? He has flown over St. Louis and Kentucky—precisely the places which might be expected to yield a rich reward to an investigator of crime; and he is now flying to and fro over Coney Island, preparatory to preaching a scathing sermon on the wickedness and indecencies of our bathing resorts. Here we have a natural and probable explanation of the flying man, and it is earnestly to be hoped that no one, with ~~any~~ mistaken zeal for field sports, will attempt to shoot the preacher on the wing with a shot-gun. There is not a shot-gun in existence which will do any good at a distance of a thousand feet.

1880 September 17 (Fri) New York World, p. 4.

FLUTSAM AND JETSAH. /

An extraordinary astronomical phenomenon is reported from Vizingsram. A correspondent writes that on the evening of July 20, about 8:30 o'clock, a luminous comet, which he estimates at some twenty yards in length, traversed the sky from south to north. The time occupied from the disappearance to the reappearance of the body is stated to have been about three-quarters of a minute, during which time "the whole of the village as well as the surrounding locality was set ablaze to an extent which I am unable to describe." Furthermore, "four minutes after the falling of the comet a distant thunder like that of the discharge of artillery was heard for about two minutes." The phenomenon appears to have been visible also at Radhanpur. A correspondent writes from the latter place: "A brilliant shooting star, casting a very bright yellowish light, and with a bright red trail behind, was observed ascending the heavens like a rocket, from the southeast. It shot up to a great height, and was then seen to burst and disappear, leaving several red sparks, which were also lost sight of in their descent. The strangest thing about the phenomenon was its being succeeded by a continuous peal of distant thunder for about two minutes, although it was a very clear moonlit evening, and there were no clouds except some light ones in the south. His Highness the Navab Sahib was holding a durbar, and immediately sent for the only meteorologists available—the (Josbis) or Brahmin astrologers, who were of opinion that the occurrence boded a peaceful and plentiful year and harvest."

1881 December 14 (Wed) Manchester Guardian, p. 8. (card 1)

THE MISSING BALLOON.

Notwithstanding diligent inquiries instituted by the Meteorological Society with regard to the missing balloon, in which Mr. W. Powell, M.P., was carried out to sea on Saturday afternoon, no intelligence had been obtained up to last evening from any of the ports to which telegrams were addressed.

A special meeting of the Balloon Society was held yesterday, at which it was decided that further search should be made for the missing balloon. Mr. Lefevre, the president, having laid before Lord Tenterden his ~~various~~ views and opinions, the Government have at his special request telegraphed to the Governor of Jersey to send out Her Majesty's ship Dasher to make inquiries in the surrounding islands. Lord Tenterden also caused telegrams to be sent to the consuls all round the Norwegian coast to look out for the balloon. The authorities, however, have a difficulty to contend with in the uncertainty of the air currents. With a south-east wind the balloon may have passed over France into the Bay of Biscay, or should the storm prove to be a circular one it is not at all unlikely but that the balloon may be heard of in Norway. In order, however, to get the best opinion on this point the authorities have telegraphed to America to obtain the opinion of the official weather bureau as to the extent and direction of Saturday's depression. It is along the ~~French~~ French coast, however, that the relatives are now pressing for strict search, as, if the worst apprehensions should be realized, it is quite likely that the balloon and car may be washed ashore on that coast.

Captain Cosens reports that during Saturday night the wind in the Channel veered to the eastward, and upon this fact is based a supposition that the balloon may have been carried clear of France into the Bay of Biscay. Those who are most conversant with the facts and scientific aspect of the case regard it as altogether improbable that Mr. Powell can have escaped. The only vestige of hope now entertained is

that the Saladin possibly fell near the course of some outward-bound vessel in the Channel, and that Mr. Powell was rescued in that way. The search from Bridport was resumed yesterday, the steamer Comodore starting with corrected bearings, which were given to the captain by flags being placed on shore in the line of route traversed by the balloon, so that he might follow the track as nearly as possible. He also took extra grappling irons and an experienced pilot, and it was intended to drag the Channel to a distance of twenty miles from the shore. The Jersey and Guernsey mail steamers have not yet brought any information bearing on the subject, but the crews have been advised to keep a strict lookout in their passages across Channel. It is still asserted by one witness that the balloon pitched into the sea about five miles from shore, but this is an hypothesis not generally entertained. Captain Tempier, who left London for Bridport yesterday morning, intends searching with a steamer right along the French coast, but personally he entertains little hope of his unfortunate fellow voyager's safety. Mr. Powell, a brother of the unfortunate gentleman, is expected at Bridport.

A Weymouth correspondent telegraphs that from inquiries made along the coast by Mr. Fowler, manager of the Company's tug engaged in the search, it seems clear that the balloon when relieved of the six weight of two of the aeronauts shot up in the air, and that afterwards, Mr. Powell having prematurely opened the gas valve, it descended into the

sea. An eye witness states that it never rose again. According to the corrected bearings taken yesterday morning by Mr. Fowler, the course taken by the balloon would have landed it at Brittany on Monday. A telegraph from Weymouth last night states that Mr. Fowler reports that he has found nothing, and the Commodore is coming back to Weymouth; but another steam tug will be immediately procured to search the coast round the channel islands, commencing at Guernsey to-day. Mr. Fowler is of opinion that the balloon struck the water soon after going out to sea.

It may be stated that the Saladin is a brown balloon, and the word "Saladin" appears prominently in white letters on the centre. It has been ascertained that the Saladin carried a telescope, a speaking trumpet, and a lamp amongst other things, which would prove useful in case the balloon floated. With three passengers the Saladin usually carried about five hundred-weight of ballast, and its total lifting power was about 1,500 lbs. In its past career this balloon had had many adventures, and on one occasion came in contact with a gasometer at Woolwich, and jerked out Captain Lee, R.E. The great size and unwieldiness of the Saladin have rendered it peculiarly liable to accidents.

The following police notice has been sent by the Scotland Yard authorities to all the ports in the United Kingdom:—"Re balloon carried southward on Saturday containing Mr. Powell, M.P.—Please notify at once all outgoing vessels, pilots, shipmasters, and others, that £50 reward will be paid by the family for information leading to the recapture, £100 to the first finder of the balloon, and £200 for the recovery of the body, or amply compensation for assistance rendered to Mr. Powell if still alive."

A telegram from Hartlepool last night says:—"This morning a large balloon was seen on a northerly course over Hartlepool from the sea. It was only observed for a few moments through the fog, and was at a considerable altitude. It was travelling very rapidly, and appeared to be under no control. If it continued on the same course it would travel overland, and if under control it might come down on land."

Captain Tempier, who arrived in Bridport yesterday afternoon, believes that the balloon never left the Channel, and that it would travel nine miles before dropping.

1881 December 15 (Fri) Manchester Guardian, p. 5. (card 1)

THE MISSING BALLOON.

Up to last evening no information had been received at the Admiralty or Foreign Office respecting the missing balloon Saladin either from abroad or any place around the coast. The opinion, strengthened by evidence which is now regarded as almost conclusive, gains ground that Mr. Powell, making up his mind to drop as near the shore as possible in the hope that the balloon would float and that he should speedily be rescued, pulled the valve rope but allowed so much gas to escape that the balloon came down with such force that it was swallowed up, and that both it and the unfortunate voyager are at the bottom of the sea. In West Bay Captain Tempier has been making inquiries. Dragging operations have been commenced, but all operations had to be suspended on account of the very heavy state of the sea. The Captain now states that he is reluctantly compelled to subscribe to the opinion that the balloon had descended into the sea, instead of, as he first thought, ascending into the air and crossing the Channel. In consequence of this belief it has been decided to direct more

particular attention to the part of the coast where the balloon went over the cliff, and the fishermen along the shore have been advised of the reward offered for Mr. Powell either dead or alive, while placards have been extensively posted. Men have been engaged to keep a constant watch along the shore in the neighbourhood of Bridport, with instructions to observe anything that may come to the surface of the water. Meanwhile, although more particular search is going on along the Channel Islands coast, no effort is being relaxed. In the Channel Islands the most active measures have been taken; and Major General Nicholson, in response to instructions from the Admiralty, has sent out H.M.S. Dasher to search the coast, and ordered a strict lookout to be kept all along the coast. Although rumours that the hon. gentleman had reached Brittany proved to be altogether unfounded, the family have instructed Captain Cosens to proceed to Guernsey and hire

the steamer Rescué, in which he is to search the coast of Brittany. He will telegraph from each town the result of his expedition.

On Tuesday evening a communication was addressed to Captain Tempier inviting his attendance at a meeting of the Meteorological Council held yesterday afternoon, but the gallant officer was not present, owing probably to the letter not having reached him in time. Another letter was forwarded last evening to Captain Tempier, requesting him, if possible, to furnish the Council with more detailed particulars with reference to the ascent of the Saladin.

Nothing more has been heard of the balloon which was reported to have been seen coming from the sea over Hartlepool on Tuesday, but as its appearance on the north-east coast would be consistent with the previously-expressed theory that the Saladin had gone in the direction of Norway, telegrams were despatched to several towns in the North of England, but with no result. The fog was heavy at the time, and if the Saladin did cross at this part it would probably pass over and out into the North Atlantic.

A Jersey correspondent telegraphs that the Channel Islands mail steamers, arrived at Jersey yesterday, report not having seen or heard anything of Mr. Powell or the missing balloon. The Lieutenant-Governor gave orders yesterday morning for the steam tug Duke to go out and make a tour of the island in search of the balloon and its occupant, but the boat being small and the sea choppy it was deemed advisable not to send her out. In the meantime a strict look-out is kept on all points of the island.

A Weymouth correspondent reports that a telegram has been received from Captain Cosens, who yesterday engaged a tug and examined the whole of the coast of the Island of Sark, but with what results is not yet known.

A telegram received from Guernsey states that H.M.S. Dasher and the steam tug Rescué have started in the direction indicated by some French fishermen who have reported seeing a balloon drifting towards the southward near Reches Douvres. It was not expected that they would return to shore before this morning.

Our Plymouth correspondent states that the Esch Dasher returned to Guernsey last night from Reches Douvres, having seen nothing of the balloon. Doubts are expressed of the correctness of the fishermen's report. The pilot landed at the lighthouse with great difficulty, and ascertained from the lightkeepers that they had observed nothing. The Rescué continued the search along the coast. 1881 December 15 (Fri) London Times, p. 61.

The Lost Balloon. (Walter Powell and the Saladin—Capt. Tempier and Mr. Gardner, who broke his leg, were thrown out as they hastily landed the balloon on the verge of its passing out to sea. Powell shot up in the air with the balloon when the other two men were thrown out, and neither Powell nor the balloon were ever reliably seen again.)

It is reported from Hartlepool that on Tuesday morning a huge balloon was seen passing in a northerly course over Hartlepool from the sea. It was only observed for a few moments through the fog, and was at a considerable altitude. It was travelling very rapidly, and appeared to be under no control.

Sat. Dec. 17, 6d.—The Lost Balloon....

A simple explanation is given of the story received from Aberdeen respecting a supposed balloon seen by a gentleman near Dundee for the amusement of his children. It seems to have burnt all night and travelled northwards toward Montrose, where it collapsed.

Dec. 20, 9f.—Reports from Madrid indicate south and southeast winds, so it is likely that the balloon seen over Spain again carried out to sea, as believed.

22, 7d—(ed)—Channel Islands, France and Spain—people there fancied they saw a balloon sailing south.

Mon. Dec. 26, '81, p. 7d.

THE MISSING BALLOON.—A Reuter's telegram dated Madrid, Dec. 24, says:—"A letter has been received from the Chief Officer of Customs at Santander with particulars of the balloon seen last week near that place by three custom-house guards. The balloon was moving in a vertical position over Mount del Fuerte, and the guards stated that a quantity of sparks of fire were proceeding from it. It was these sparks, in fact, that rendered it visible in the darkness of the night. The guards ascended the mountain in order to get a better view of the balloon, but it was driven by the wind in the direction of the Bay of Biscay and was seen the following day near Bilbao."

1881 December 16 (Fri) London Times, p. 7f. (card 1)

The Missing Balloon.

The following telegram, which was received yesterday morning by the Commander of Her Majesty's ship Dasher from the Postmaster in Alderney, appeared in our second edition of yesterday:—

"Balloon seen by several men off Manney-hill yesterday at 7 a.m. Supposed to be Mr. Powell. Also seen by a soldier on board the Courier. The Dasher at once proceeded to Alderney to inquire into the truth of the report."

On the arrival of Captain Cosens at Alderney yesterday, he sifted the reports of several men who affirm most strongly that on Wednesday morning they saw something like a balloon going in an easterly direction through the air. The report is confirmed by a gunner there, who, it is said, can be thoroughly relied upon, and he states that at half-past 2, while on look-out duty, he saw a balloon sailing in an easterly direction. Acting on this information Captain Cosens has desired the Cherbourg steamers to keep a close look-out, and he will start tomorrow morning to make a search in that direction.

A Bridport telegram last evening says:--
"The tug commenced searching in West Bay this morning in and about the vicinity where the balloon is supposed to have descended, to ascertain the state of the bottom with the view of sending down divers. A large gun was placed on board, and 20 or 30 rounds were fired to disturb the water in the hope that it would bring the balloon or the body to the surface. This was continued throughout the day."

An immense number of telegrams and mass of other correspondence have been received, as the result of yesterday's inquiries, from Norway, France, Spain, America, the Channel Islands, and many Continental towns.

Lord Tenterden has communicated to Mr. Powell's relatives at Bridport a telegram received at the Foreign Office from the British Vice-Consul at Cherbourg, dated 10:30 a.m. yesterday and stating that a fisherman named Castel Louis, of [Ligny], had reported having seen an object floating in the water at 7 o'clock on Wednesday morning about 30 miles from the French coast and 20 miles from the English coast, between Cape La Hogue and Alderney, which is supposed to be the missing balloon. Not knowing at the time, however, of the disappearance of Mr. Powell and the balloon, he did not approach nearer than 200 metres, being in a hurry to get to market with his fish. It was dusk at the time, and from its movement he thought it was a whale, but he remarked the appearance of oil in the water for about a league in its wake, and also the prevalence of a bad smell. He has started again in search of the object, and if found it will be landed at Torquay.

The Admiralty and the Foreign Office have interested themselves on behalf of the relatives of Mr. Powell. The Foreign Office, besides acquainting the Consuls of the loss of the balloon, have asked them to inform everyone of the rewards offered for the recovery of Mr. Powell. The Admiralty have issued strict orders to the Coastguards and Marines and all of Her Majesty's vessels likely to come across the balloon, if afloat, to take it to the nearest port. In addition to this, several coasting or guard ships, besides the Dasher, have been ordered to cruise round their respective grounds to pick up, if possible, any information relative to the lost balloon.

The officers of the Aberdeen Steam Navigation Company's steamer Countess of Aberdeen, which arrived at Aberdeen yesterday morning, state that at about 5:30 o'clock, just before daybreak, when about 25 miles off Montrose, they observed a large light three miles high in the air, to which some dark object, which seemed from its movement to be the car of a balloon, was attached, travelling in a north-easterly direction. The light was about 25 miles distant when it was first observed, and it was of an elongated form. The steam whistle was blown for about ten minutes, but no movement indicated that the sound was heard. They further expressed their belief that if the object they saw were the missing balloon it would have descended somewhere among the Grampian Hills.

The members of the Balloon Committee at the Royal Arsenal, Woolwich, retain scarcely a vestige of a hope that Mr. Powell is alive, and it is doubted whether any trace of him or the balloon will ever be discovered. Entertaining as most feasible the hypothesis of the balloon having exhausted its gas and falling into the sea soon after breaking away from the land, the officials conclude that there would not have been sufficient buoyancy remaining in the calico envelope or the wicker car to support a man's weight in the water for long, and it is thought improbable that any part of the aerial machine itself could have floated for many hours, the aggregate weight of cordage, calico, car, and equipment exceeding 600 lb.

The general opinion in Malmesbury is that Mr. Powell has succumbed. The intense and painful anxiety prevailing during the early part of the week has given place to a general feeling of depression. Mr. Powell was a consistent Conservative, a general favourite with all classes, and his balloon ascents in the neighbourhood always occasioned much interest. In consequence of the sad uncertainty as to Mr. Powell's fate, a large Liberal meeting, fixed for to-night, has been indefinitely postponed.

A correspondent telegraphed last night from Alderney:--

"Alderney has during the last day or two been in a state of extreme excitement with reference to the fate of Mr. Powell. During the evening of Tuesday last, and again about 7 a.m. on Wednesday morning, oscillating red lights were seen high in the air towards the north-east and in the direction of Cherbourg. As the particulars of Mr. Powell's accident were then very imperfectly known here, little heed was paid to the circumstance until this morning (Thursday), when, corroborative testimony having reached the postmaster here, that gentleman communicated by telegraph with Captain Anson, of Her Majesty's ship Dasher, then at Guernsey, who, accompanied by Captain Cosens, the representative of the Powell family, at once steamed over hither to follow up the inquiry. Late this evening fresh tidings reached Alderney to the effect that some Cherbourg fishermen had seen on Wednesday evening an exhausted balloon floating on the sea within 200 yards of them. The Dasher will leave Alderney at early dawn on Friday to follow up the clue, with every chance of obtaining intelligence, but little hope that it can be other than the confirmation of the gravest fears."

At the meeting this evening of the Balloon Society of Great Britain the misadventure of the Saladin, Government balloon, on Saturday last, and the question as to the fate of Mr. Walter Powell, M.P., will take precedence of all other business. As several military and scientific gentlemen, experts in ballooning, as well as many practical aeronauts, are expected to be present, a discussion of great interest is anticipated.

1881 December 16 (Fri) Manchester Guardian, p. 5 (card 1)

NEWS OF THE MISSING BALLOON. /

Yesterday afternoon the following messages were received from London:--The balloon Saladin, concerning which so much anxiety and

interest has during the last few days been felt, has now, it is believed, been discovered, and a brief time will set at rest all the hopes and fears that have been entertained by his friends and the public with respect to Mr. Powell's fate. The authorities connected with the various official departments appear satisfied that the balloon has been traced, and Lord [Tenterden] has written from the Foreign Office to Mr. Powell's relations expressing his belief that the searches have got upon the right track. Hundreds of telegrams have been received, not only at the Foreign Office and at the Meteorological Office, but by the solicitors and family of Mr. Powell, from various places along the English and French coasts, but the vast majority of these messages contained little calculated to assist the search. During the course of yesterday, however, several messages arrived to the office that a balloon had been seen in the Channel between the English and French coasts by a fisherman of Cherbourg, and inquiries were at once set on foot which left but little doubt in the minds of the authorities that a definite clue had been obtained. The first news that the balloon had been sighted was received at the Foreign Office in a telegram from Her Majesty's Vice Consul at Cherbourg to Lord Tenterden. The Vice Consul telegraphed as follows:--

"Cherbourg, 10 a.m.--Louis Castel, fisherman, of Exg Isigny, has called here and stated that yesterday evening, at seven o'clock whilst at sea 20 miles from English coast and 30 miles from French coast, between Cape La Hogue and Alderney, he saw an object resembling a balloon floating in the water. Not knowing an accident had happened, and having to return to port with his fish he did not approach nearer to it than 200 metres. It was nearly dark at time. Thought at first it was whale, and remarked appearance of oil on water a league in its train. Have started in search with fisherman. If successful will take balloon to English coast."

In the event of the balloon being found during yesterday, it is expected it will be landed in England, probably at Torquay, this morning at the latest. The authorities indeed think the fisherman will be able to pilot the searchers to within a mile or two of the spot where he saw it. In that case, as it would be a readily visible object upon the water, even at a much greater distance to a good "lookout," there seems no reason to doubt that it will be picked up. Of course the prevalence of one of the frequent Channel sea fogs may delay the chances of recovery very much; or the balloon may have been carried by wind and tide some distance from the spot where it was first seen. It appears to be generally thought that Mr. Powell's body will be found in the car, but this is not to be looked for with much confidence, as should he have succumbed to the exposure, the max probabilities are that he would be washed out of the car in its dragging through the sea. There is, it is feared, but a very faint hope to be indulged in by the most sanguine that Mr. Powell may be found in it alive.

Last evening the following message reached Manchester:--Although the news has been accepted by the authorities as conclusive as to the tracing of the balloon, still the efforts in other directions have in no way been relaxed. The South-western Railway Company have instructed all their captains of the Channel steamers to keep a sharp look out for the Saladin and telegraph immediately if they have any news. The officials on the Channel Islands have also been instructed by the Foreign Office to spare no exertions to find the balloon or obtain some trace of its occupant, and telegrams have been sent in other directions where there was believed to be any change of the balloon turning up. The Commodore steam tug resumed her search in West Bay yesterday morning at the spot where the balloon was supposed to have descended, and endeavored of disturbing the water, in hope of [keeping on] the surface any object that might have been sunk. This was continued throughout the day, but up to last evening without success.

Mr. W.H. Lefevre, ~~xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx~~ president of the Balloon Society of Great Britain, received a telegram yesterday afternoon from his brother, Mr. H. Lefevre, at Jersey, to the following effect:--"Powell's balloon reported to have been sighted off Cherbourg last night; shall make further inquiries."

Mr. Lefevre believes that thought the fisherman may not have seen any occupant Mr. Powell may have been lying down exhausted in the car of the balloon.

The Admiralty has received information confirming the report from Guernsey, and Her Majesty's ship Dasher has gone to inquire into it.

At the meeting of the Balloon Society this evening the fate of the Saladin and its occupant will take precedence of all other business, and several military and scientific gentlemen, as well as many practical aeronauts, are expected to take part in the discussion.

They x Weymouth correspondent of the Press Association telegraphed at ten o'clock last night:--"On the arrival of Captain Cosens at Alderney yesterday he sifted the reports of several men, who affirm most strongly that on Wednesday morning they saw something like a balloon in the air going in an easterly direction. The report is strongly confirmed by a gunner there, a man who it is said could be thoroughly relied on, and he states that at half-past two, whilst on look-out duty, he saw a balloon pass, sailing in an eastward direction. Acting on this information Captain Cosens has desired the Cherbourg steamers to keep a close look out, and he will start this morning to make a search in that direction."

ANOTHER SUPPOSED STRAY BALLOON.

A telegram from the Press Association Aberdeen correspondent states that a light was seen by the officers and crew of the steamer Countess, of Aberdeen, which has arrived there, and which was believed by all on board to belong to the missing balloon. It is, of course, almost impossible that this could have been the lost balloon Saladin, but the particulars as related by the officers of the steamer will be of interest. The light was first observed about 4.40 a.m. on the port quarter.

off Montrose Ness, and it remained in sight for 45 minutes. The steved called the second mate's attention to the light, and afterwards so distinctly did the seamen make out a balloon that the steved's whistle was sounded. The officers estimated the altitude of the balloon at about 15', apparently above the region affected by light north-westerly breezes. The vessel was moving slowly in the opposite direction, and according to a rough calculation by Mr. Alexander Smith, the second officer, would pass on land between Montrose and Bervie. The balloon appeared to be under perfect control, and the crew of the vessel were about to fire rockets at it with the hope of effecting communication, but the altitude was pronounced too high. When the steved's whistle was blown no signal was received in response. The Foreign Office, besides acquainting their Consuls of the loss of the balloon, has asked them to inform everyone of the rewards offered for the recovery of Mr. Powell. The Admiralty has issued strict orders to coast-guards and marines and all Her Majesty's vessels likely to come across the balloon, if afloat, to take it to the nearest port. In addition, several coasting or guard ships besides the Dasher have been ordered to cruise round their respective grounds to pick up, if possible, any information relative to the missing balloon.

Our Dundee correspondent telegraphed last night:—While the statements of the officers and others on board the steved Countess of Aberdeen as to their having seen a balloon off Montrose this morning are very circumstantial, it is considered remarkable that no eyewitness from the mainland in the district between Montrose and Bervie, where the balloon is said to have disappeared from the view of those on board the steved, has sent in an account. The report that the balloon had been seen near the Gramians is not confirmed.
1881 December 19 (Mon) Manchester Guardian, p. 5.

THE LOST BALLOON. /

Up to the time of going to press no information whatever had been received about the missing balloon.

The Board of Trade has received the following copy of a telegram from the Collector of Customs, Dartmouth, to their assistant secretary, Marine Department, Board of Trade, dated Saturday:—"A pilot reports having seen two bright lights at eight o'clock on Sunday evening last, two to three miles off Dartmouth Harbour; moving very rapidly towards S.W., then disappeared; in about ten minutes dark object was visible above and below them; they appeared to be from about 20 to 60 feet above water, and could by no possibility have been shown from any vessel, but must have been exhibited from a balloon; weather at time hazy, with fresh N.E. wind; full reports will follow."

A Reuter's telegram dated Madrid, Saturday, reports that the Customs officer stationed at Laredo, near Santander, has telegraphed to the Prefect of Santander that at ten o'clock on Friday night he saw a balloon, supposed to be the missing balloon Saladin, pass over the port at a low elevation, proceeding in the direction of Bilbao. The Spanish authorities have despatched orders to the gendarmarie to render every assistance wherever the balloon may descend.—A later telegram says, "a large balloon was seen this afternoon about two kilometres from Bilbao by the conductor of the tramway running between that town and Arenas. The balloon was going in an easterly direction towards the sea coast. A policeman also saw it, and gives much the same information on the subject."

1881 December 19 (Mon) London Times, p. 6f.

THE LOST BALLOON.

No additional news of any certain character has been received about the lost balloon.

A Reuter's telegram, dated December 17, from Madrid, states that the Customs officer stationed at Laredo, near Santander, has telegraphed to the Prefect of Santander that at 10 o'clock last night he saw a balloon, supposed to be the missing balloon Saladin, pass over the port at a low elevation, proceeding in the direction of Bilbao. The Spanish authorities have dispatched orders to the gendarmarie to render every assistance wherever the balloon may descend.

A subsequent telegram from the same source received late on Saturday night states that a large balloon was seen that afternoon about two kilometres distance from Bilbao by the conductor of the tramway running between that town and [Arcuda]. The balloon was going in an easterly direction towards the sea coast. A policeman also saw it, and gives much the same information on the subject.

A further telegram from the same place, dated December 18, says:—"No further news has been received here respecting the balloon, supposed to be the Saladin, which was seen near Bilbao yesterday afternoon, notwithstanding that the Prefects have instructed all the Mayors in the North of Spain to give information in the event of its being again observed. The balloon is believed to have been carried out to sea."

The Board of Trade has received the following copy of a telegram from the Collector of Customs, Dartmouth, to their assistant secretary, Marine Department, Board of Trade, dated Saturday:—"A pilot reports having seen two bright lights at 8 o'clock on Sunday evening last two or three miles off Dartmouth Harbour, moving very rapidly towards S.W., then disappeared; in about ten minutes a dark object was visible above and below them. They appeared to be from about 20 ft. to 60 ft. above water, and could by no possibility have been shown from any vessel, but must have been exhibited from a balloon. Weather at time hazy, with fresh north-east wind."

1881 December 27 (Tues) London Times, p. 5d.

THE MISSING BALLOON. / TO THE EDITOR OF THE TIMES.

Sir,—My friend M. Wilfrid de Fonvielle, the well-known Paris aeronaut, who is at present on a visit to London, informs me that he has no doubt that the balloon seen to pass over Santander, in Spain, is a French meteorological balloon.

Some Paris meteorologists have established a service of balloons of this description. Each is fitted with a self-registering barometer and other instrumental appliances for recording meteorological phenomena, is furnished with one or more lights, and is despatched from Paris at a suitable time and under conditions favourable to obtaining a record of the aerial currents, temperature, &c. of the regions it is desired to have pierced by the balloon and examined. To each balloon there is likewise attached a brief memorandum, in several languages, giving the name and address of the sender, the object for which it has been sent on its journey, and a polite request to the friends to have it packed up carefully and returned to the owner as soon as convenient, who will defray all costs.

Perhaps you will find room for this explanation regarding this "Spanish" balloon and of the reason of its mysterious appearance in the possible track of the unhappy Saladin. I am, &c, C.C.R.

December 26. //

The Missing Balloon.—Nothing could be done on Saturday or Sunday in the search for Mr. Powell and the balloon on account of the rough sea. Yesterday morning four boats, each with four men and grappling irons, began systematic dredging operations under the superintendence of Mr. H. Godd, Lloyd's agent, who has stated from the first that he saw the balloon pitch in the sea. They started from the spot indicated by Mr. Godd, and are going seaward in the direction which the balloon is supposed to have taken. The men are paid at the rate of 10s. a day in addition to the reward if they are successful. The Portland [leaves], which returned to [Chesil] on Saturday, will resume work this morning. A Bridport telegram states that Mr. Agn-Gardner is progressing favourably, and it is hoped he will be able to leave the hospital in a week or two.

1885 September 29 () London Times, p. .

A Lost Balloon

TO THE EDITOR OF THE TIMES.

Sir,—The enclosed, which I cut from the W. Bermuda Royal Gazette of the 8th inst., may serve to account for one of the balloons which have made an ascent this year in England or France, and not been subsequently heard of. It is evident from the description that the car had become detached, that the balloon itself was but a shapeless bag, barely able to float. It is, however, if my conjecture be correct, the first authentic instance of a balloon crossing the Atlantic at all.
September 26. / I am &c, / J.H. LEFROY.

"For the Royal Gazette."

"A Balloon Passed Bermuda."

"Mount Clare, Southampton, August 27, 1885."

"Sir,—Thursday morning, about 8:30 a.m., there was observed by Mrs. Adelina D. Bassett a strange object in the clouds, coming from the north. She called the attention of Mrs. L. Lowell to it, and they were both somewhat alarmed by the phenomenon. However, they continued to watch it steadily for some time, and as it drew nearer they observed that it was of triangular shape and about the size of one of our pilot boat's mainsails, with chains attached to the bottom part of it. When crossing the land it appeared to descend, but as it went to the sea it ascended and so continued until it went from their sight in the clouds south."

"ROBERT T. BASSETT."

1885 October 1 () London Times, p. 6c.

A LOST BALLOON. / TO THE EDITOR OF THE TIMES.

Sir,—The letter from Gen. Lefroy, and the cutting from the Bermuda Royal Gazette printed in The Times of today contain a meteorological point of such extreme improbability that any evidence in confirmation of the conjecture that the balloon crossed the Atlantic from England or France would be of the utmost value. The normal circulation of the air over the North Atlantic is opposed to a balloon travelling to Bermuda from Europe in anything like a straight line, and would require a circuitous voyage of some 4,000 or 5,000 miles. This, supposing the wind to be blowing in a steady direction over the whole route and with the steady force of a fresh breeze, 25 geographical miles an hour, would occupy seven or eight days in transit. Are we to assume it possible that a balloon would keep afloat this length of time? A little practical experience in ballooning suggests it to be thoroughly impossible. After the balloon was relieved of its occupants and car, it would in all probability rise quickly and attain its maximum elevation, dependent on its capacity and weight, in an hour or so, after which it would quickly settle down, and its life is not probably to be measured by days but by hours. If the "strange object" was a balloon, might it not have escaped from America? Surely so startling a voyager could not have traversed the North Atlantic without having been sighted by many engaged in the North Atlantic trade between Europe and America. / I am yours faithfully, / CHARLES HARDING, F. R. Met. & Soc. / September 29.

A MIRAGE IN DORSET / TO THE EDITOR OF THE TIMES.

Sir,—This afternoon at 5 o'clock precisely we witnessed from this hill, of 360 feet altitude, a most perfect reflexion in the clouds of a ship in full sail. The Purbeck Hills, situate about 13 or 14 miles to our south-west, shut out our direct view of the sea in that direction, and in all our long experience of many beautiful views of the coast line we have never before observed this curious phenomenon. It lasted for about three minutes, and then slowly faded out of sight. I am, Sir, yours faithfully, / M.F. BILLINGTON. / Chelbury Rectory, Wimbourne, Dorset, Sept. 29.

1887 May 27 (Fri) New York Sun, p. 2.

THE STAR OF BETHLEHEM SAID TO HAVE REAPPEARED. / From the Cincinnati Enquirer.

Lexington, May 24.—A gentleman who has just arrived from Hartford,

Ky., it states that Prof. John M. Klein, Kentucky's great astronomer, discovered the star of Bethlehem last night about 7 o'clock. Its position is in the northwestern heavens, closely skirting the horizon. Its lustre is most intense. This is the same star that guided the Wise Men of the East to the manger where the infant Saviour lay. Its period is about 300 years and astronomers have been on the lookout for it for several years past.

New York Daily Tribune, Sat. May 28, p. 2.

DOUBTS ABOUT THAT STAR OF BETHLEHEM. / From the Boston Herald.

"No, I haven't seen the Star of Bethlehem," said Professor Pickering, of the Harvard College Observatory, last evening to a reporter. "I looked for it Wednesday evening when I heard that some professor in Kentucky, unknown to me, had discovered its presence in the heavens, but I could not see it. I looked for it with the naked eye. It isn't there, and the chances of its appearance are very uncertain indeed. Astronomers are doubtful about it. Many of them do not believe it will come at all. I have received no official information from any quarter that the reappearance of the star had been noted by responsible astronomers."

1887 May 29 (Sun) New York Sun, p. 9.

A Queer Little Cloudburst. / From the Galveston News.

PILOT POINT, Texas, May 19.—At about 5:20 o'clock last evening a sudden splash and rushing of water on the southeast corner of the square was heard and seen, and ~~some~~ teams hitched to carriages standing close by dashed off in fright, but fortunately the drivers had their lines in hand or serious damage would have been done. Upon the first reaction from alarm thus occasioned the cause of this sudden precipitation of such a small body of water, less than five barrels, with a force and accompanied by such a peculiar detonation, as it could have only descended from the clouds, was observed to be two clouds immediately above, one a bronze, angry-looking and the other a purplish, smoke colored cloud with silver streaks through it, repelling each other with great violence.

1887 June 23 (Th) New York Sun, p. 2.

Venus in her Glory.

TO THE EDITOR OF THE SUN—Sir: Can you furnish any information concerning the star (a large one) seen every evening about over Jersey City, and which disappears at 10 P.M. sharp? Or is it the electric light sent up in a balloon by Edison at his residence at Menlo Park, N.J.?

J.D. / New York, June 17.

We have several times, in reply to questions similar to the above, explained that the brilliant star seen in the western heavens in the evening is the planet Venus, and not an electric light. It will continue to increase in brightness until Aug. 16, setting a little earlier every evening in the mean time, and in September it will disappear from the evening sky to reappear, later in the autumn, in the east just before sunrise. If anybody still thinks it is an electric light sent up in a balloon let him start out in search of the rope that holds it, and if his perseverance equals his gullibility he may walk to the Pacific without getting any closer to his dazzling goal. (could find no earlier mentions)

1888 May 30 (Wed) New York Times, p. 3.

A Flying Serpent.

Columbia, S. C., May 29.—Closely following the appearance of the hand of flame in the heavens above Ohio comes a story from Darlington County, in this state, of a flying serpent. Last Sunday evening, just before sunset, Miss Ida Davis and her two younger sisters were strolling through the woods, when they were suddenly startled by the appearance of a huge serpent moving through the air above them. The serpent was distant only two or three rods when they first beheld it, and was sailing through the air with a speed equal to that of a hawk or buzzard, but without any visible means of propulsion. Its movements in its flight resembled those of a snake, and it looked a formidable object as it wound its way along, being apparently about fifteen feet in length. The girls stood amazed and followed it with their eyes until it was lost to view in the distance. The flying serpent was also seen by a number of people in other parts of the county early in the afternoon of the same day, and by those it is represented as emitting a hissing noise which could be distinctly heard. The negroes in that section are greatly excited over the matter. Religious revival meetings have been inaugurated in all their churches, and many of them declare that the day of judgment is near at hand.

1889 L'Annee Scientifique, v. 32, pp. 66-7.

BALL LIGHTENING AT SAINT PETERSBURG.

The following event was observed by M. Aré at Vladicaucasa. On July 30, 1888, about 6 p.m., a group of brilliant balls were seen moving along a ravine. Three balls were clearly distinguished; one big yellow ball, having the luster of gold, and two small purple balls at the sides of the large one. The slopes of the ravine were lighted by a purple light. About three minutes later, the balls became smaller and disappeared instantly, without any sound.

1891, September 6 (Sun morn) Indianapolis Journal, p. 1.

Was It a Case of "Jag"? / Singular Phenomenon Reported as Having Been Seen by Two Men Early in the Morning. / Special to the Indpls. Journal.

Crawfordsville, Ind., Sept. 5.—Marshall McIntyre and Will Gray, employees of an ice firm, tell a weird, wild story of what they saw last night, at about 2 o'clock. At that hour they were hitching up their teams at the barn of Mr. Martin, in this city, when McIntyre says that "a strange sensation of awe and dread came over him, and, looking

up, he saw a 'horrible apparition' coming toward him from the west." The "shape" was over ~~the~~ 100 feet up above the ground, and looked to be about twenty feet long and eight feet wide, and moved rapidly through the air by means of several pairs of fins. The men claim that it did not seem to have a head. When it got immediately over the residence of Mr. Martin it commenced to turn round in a circle, where it remained some time. The men took safety in the barn, from which they viewed the phenomenon. It then sailed off toward the east, but very soon returned, and the men drove away to the ice-house. When they returned it was gone. The electric lights were burning, and it is possible that the reflection of the lights from several directions through the damp air and rain caused the unusual sight.

1891 September 7 (Mon morn) Indianapolis Journal, p. 1. (card 1)

Squirmed Like a Serpent / Crawfordsville's Nameless Aerial Specter Also Seen by a Minister and Wife. / Seemingly Headless and Propelled by Fins, It Swam Its Irregular Way Through the Air, and Filled Its Beholders with Awe. / Special to the Indianapolis Journal.

Crawfordsville, Ind., Sept. 5.—The strange sight seen by Marshall McIntyre and Will Gray, two ice men, last Saturday morning, about 2 o'clock, continues to be the talk of the people of this city. The men are very positive that they actually witnessed something that is as yet unaccounted for. Their story, in brief, as told by McIntyre, was that when they were in the barn hitching up their teams a strange sensation of awe and dread came over them. Looking up McIntyre saw a horrible apparition coming toward him from the west. The "shape" was over 100 feet above the ground and looked to be about twenty feet long and eight feet wide, and moved rapidly through the air by means of several pairs of fins. The men claim that it did not seem to have a head. When it got immediately over the residence of Mr. Martin, their employer, it commenced to turn round in a circle, where it remained ~~some time~~ ~~and~~ ~~then~~ ~~it~~ ~~went~~ ~~out~~ ~~into~~ ~~the~~ ~~street~~, and saw it rise again, as also did his wife. They became tired and went into the house, leaving the object still in sight.

It was about an hour after Rev. Switzer went into the house that the two ice-men were almost scared to death by the same object. There are other persons who were out about the same time, and they all noticed that the birds were chirping as if in distress, and say that a peculiar sensation would come over them every few minutes, like as if they felt that something was going to swoop down upon them. There is no question but that the strange object was seen, but what it was is a mystery.

1891 September 9 (Wed) Indianapolis Journal, p. 1.

Crawfordsville's Airy Spook / Turns Out to Have Been a Flight of Frightened Killdeers—Joke on the Minister. / Special to Indpls. Jnl.

Crawfordsville, Ind., Sept. 8.—Two men of this city claim to have satisfactorily settled the mysterious apparition witnessed in the heavens on last Friday night. They say also that they saw it, and that they concluded that it was a flight of killdeers, all huddled together, flying about in an aimless manner, being bewildered by the electric lights. These birds being very high in the air could not be easily distinguished, and if this is a correct solution those who witnessed it are exonerated of the charge that they were laboring under a "jag" or had a bad case of indigestion, and should be dieted. It is noticed that the apparition hovered around only Methodist people's houses and the Methodist Church. Rev. G.W. Switzer, who witnessed the strange sight, has received many letters inquiring about the "spook." But he received one letter that nonplused him. It was from Keeley's Institute for Inebriates at Plainfield, and in it was stated that the patients there frequently saw just such things, and that the apparitions often had horns and tails. It also stated that after a few days

treatment the patients did not see such sights. In the closing sentence Rev. Switzer was advised to come and be treated.

1891 September 11 (Fr.) Crawfordsville, Ind., Daily Journal, p. 3.

Asking About the Spook.

Postmaster Bonnell is receiving letters every mail from people all over the country anxiously inquiring about the "spook" which was seen here last Friday night. The inquiries seem for the most part to be deluded fools and nearly scared out of their wits by what they think portends the approach of Judgment Day. One poor woman living near St. Louis writes a letter which would be pathetic if it were not so deliciously ludicrous. Concluding a terrified appeal for direct information she says she heard the same thing was seen in Ohio some time ago and she fears it is coming West. She wants to know also if it can be seen in the day time and what color it is. There is another class of earnest inquirers who may be denominated as cranks. They write a sort of "I told you so" letter in which they say they have been looking for the approach of the last day for some time, and seem to take extreme pleasure in contemplating its near approach.

1892 March 4: English Mechanic, v. 55, p. 346c (Letters to Ed.)

The British journal can scarcely be accused of being behindhand in his accounts and announcements of marvellous phenomena in the heavens: for to give a single example, "The Star of Bethlehem" crops up as regularly in the newspapers as the sea serpent. But if we may judge from the following extract (which I translate from the Stockholm paper *L'Aftonbladet* of the 9th), he, in our popular slang, "isn't in it" with his Swedish confreres.

"In the environs of Hochlande," says the paragraph in the Stockholm journal, "there was seen, between 9 and 10 o'clock at night, in the direction of the north, to the west of the Great Bear, and pretty high

up in the sky, a large star, which seemed to be of the first magnitude and which rendered itself conspicuous by its extraordinary movement. At first it advanced with great rapidity, and in a straight line, towards the east for an estimated distance of 125 yards (!), appearing then to be oblong, and approximately twelve inches long by about a quarter of that wide, and to be of a fiery-red colour. It then returned to its first position, afterwards to move not less rapidly towards the west, to regain, after about an equal interval, its original position; subsequently rising slowly, then descending considerably below it, and finishing by recovering it. It moved principally in straight lines, with a very slight elliptical curvature, but incessantly changing colour. This agitation (or movement) continued for ten hours, when it ceased. The phenomenon was observed by several people. The sole hypothesis admissible at present," the writer goes on to say, "in the study of these meteors, which are bolides of which the trajectories are often perturbed in their initial direction, is that it may happen that after having encountered atmospheric strata of greater and greater density, the bolides experience a kind of ricochet, which prevents their further approach to the earth, and sends them back towards the upper regions of the atmosphere--circumstances which may occasion changes in the form and curvature of the trajectories of bolides. We must, nevertheless, add that the symmetry of the movement in the present phenomenon is without precedent in the catalogue which treats of these phenomena." I should think so. An elliptical bolide of a fiery red, but continually changing colour, which oscillates like a pendulum and remains visible for ten hours!!! is not likely to be included in any "catalogue which treats of these phenomena."

1892 May 18 (Fri. eve.) Neue Freie Presse (Vienna), p. 6.

At Dombrowa, in Congress-Poland, the Russian border watch observed an aerial balloon at a considerable height flying over the Russian border. The Krakow border-watch commandant, who presumed Prussian officers were in the balloon, ordered it [fired upon, [though it] continued to remain [motionless]. Afterward the balloon was eagerly considered.

March 26 (Sat.) p. 4. Petersburg, 25 March....
The Synod (council) demanded energetic measures be taken against Prussian espionage by aerial balloons, which, according to the Polish newspapers, have repeatedly been observed recently. From reliable sources it is learned that the Prussian military [men] at Thorn, housed at night in a balloon captif, reconnoiter the Russian border with an electric light of great size.

March 28 (Mon) p. 3.
Krakau, 27 March....--Last night in Russian Poland electrically lighted aerial balloons from Prussia appeared, which took a north westerly course and again returned back to Prussia. The balloons had a regular and orderly ~~xxx~~ course and generated by means of dynamos a strong electric light which spread over an extensive area of ground. One such balloon, according to an announcement from the Czar, recently ~~appeared even over the Warsaw fort.~~

1892 March 26 (Sat) New York Times, p. 3.

BALLOONS AS GERMAN SPIES. / A Fishy Story That Comes From Russian Sources.
Warsaw, March 25.--Much uneasiness is caused here by the presence in Poland of an immense number of Russian soldiers. It may be, however, that this massing of troops is merely with the object of preparing for the usual spring maneuvers.
The feeling of anxiety has been added to by the fact that recently several balloons, which came from the German frontier, have been seen hovering over the Russian fortresses and camps. These balloons are believed here to form part of an extensive German balloon spy service. Recently a balloon was floating above the fortress of Kovno, and ~~was~~ orders were given to fire upon it. It was impossible to hit the balloon, and its occupants, by means of glasses, pursued their investigations entirely undisturbed by the bullets aimed in their direction. A close watch was kept upon the balloon, and the watchers were surprised to find that it appeared to be under perfect control. After hovering about the fortress for no little time it returned to the German frontier.

A more surprising incident occurred a few days ago at Dombrowice, 84 miles west of Warsaw. A balloon made its appearance sailing ~~xxxx~~ against the wind, which was at the time blowing a fresh breeze. When it had reached a point above the military camp it stopped for a time, and was then maneuvered in a manner which showed it was provided with a highly-perfected steering apparatus.
The Russian military authorities believe that France and Germany possess an efficient balloon steering apparatus, that will render balloons an important factor in warfare. ~~xxxx~~ This will prove a most perplexing problem, for at present there is no possible way of protecting soldiers in the field from a fire aimed at them directly from above.
[same story almost verbatim in NYTribune 3/26p.1]
Mar. 28 p. 10 novel on communication with Mars.
1892 March 26 (Sat) Manchester Guardian, p. 8.

Foreign Telegrams. / Espionage by Balloon. / Extraordinary Military Activity in Poland. / St. Petersburg, Fri.
Reports from Russian Poland state that a German spy service in balloons has been organized. A few days ago a large balloon coming from the German frontier appeared about the fortress of Kovno. Several shots were fired at it, but without effect, and it managed to return in safety over the frontier.

The official journal of Warsaw, the Warschawski Dzienik, also states that a large balloon was observed on the 7th March (17th) in the neighbourhood of Dombrowa. The balloon was coming from the south-west, and following a north-easterly direction along the Ivangorod-Dombrowa Railway, and this in spite of the fact that a north-east wind was blowing. The balloon disappeared behind the clouds, but reappeared about 45 minutes later with a light burning (it was then half-past six in the evening), and following a course directly opposed to the former one. It is presumed that the balloon must have been provided with a highly perfected steering apparatus.
There is reason to suppose that both the French and the German military authorities are in possession of some sort of apparatus for steering balloons.
1892 March 31 (Th) New York Tribune, p. 1.

German Army Balloons in Active Use. / Hovering Over the Forts in Russian Poland with Search Lights at Night.
St. Petersburg, March 30.--The presence of balloons over the forts and encampments in Poland is becoming more and more frequent, and this fact is causing much indignation among Army officers, who are unable to prevent military secrets from becoming known to German officers, who are taking observations from a height that places them beyond the reach of bullets. The impression grows stronger every day that the Germans have at last solved the problem of aerial navigation. The balloons that have appeared over various places in Poland are under perfect control.

A few nights ago the people of Warsaw were startled by an intensely bright light in the sky. All eyes were turned upward, but nothing could be seen save a path of light that ended in a small focus. Suddenly the ray of light swept in another direction, and, when their eyes became accustomed to the darkness that followed, the people could see, far up in the sky, a balloon. Then it dawned upon them that it was an electric search light that had caused the brilliant illumination, and that the Germans were continuing their observations of Russian defenses with its aid. The balloon remained over the city until 1 o'clock in the morning, when the light was extinguished, and the balloon, heading westward toward the frontier of Prussia, disappeared. Later another balloon was seen over the Proushof railway station. It remained stationary for a time, and then started in the direction of the fort works near Kaleta, over which it hovered awhile, returning then across the frontier. Reports of similar occurrences have been received from Sosnovitsky and other places along the frontier. The balloons came from Prussian Silesia in the nighttime and projected the rays of powerful searchlights in every direction. The balloons, which were at a great height, remained stationary sometimes for a period of 40 minutes, and would then proceed in any desired direction.
1892 March 31 (Th) Manchester Guardian, p. 8.

Foreign Telegrams / Russia. / The German Military Balloons. / St. Petersburg, Wed. / ...
The appearance of German balloons over Russian Poland is now becoming frequent. On the 23rd inst. the inhabitants of Warsaw saw a balloon right over the city casting rays of light from an electric apparatus. After remaining stationary from the evening until 1 a.m. the balloon took a westerly course. On the previous day another balloon was observed passing over the railway station at Proushkoff, near Warsaw, appearing later over the fortress of Novo Georgievsk and the town of Kalets. The balloons are admirably steered. Reports from other places state that German balloons coming from Silesia have been seen in those localities towards the evening and during the night, projecting powerful electric search lights over a large extent of country. The balloons sometimes remain stationary at a great height for as long as 40 minutes

p. 8--Russian troops massing in Poland; Jews serving as German spies; perhaps 850,000 men on border, claim purpose is defense.
1892 June 10: English Mechanic, v. 55, p. 357

Scientific News.
The Tiflis [Georgian] SSR Kavkaz describes a meteor of great brilliancy observed at Tiflis on May 10. It appeared at 11 p.m. in the west part of their sky, was of round shape, and very brilliant. Three seconds after its appearance a part of it separated, moving towards the Mtaminda Mountains, and disappeared below the horizon, after lighting the slope of the mountain, the central meteor continuing to move, but having lost for a few seconds its great brilliancy, which however, soon reappeared. In about thirty seconds after the first appearance of the meteor a second small part separated from it, increasing in size as it approached the earth. This also disappeared in the west, behind the same mountain, after having brilliantly lighted for two or three seconds its slopes and gorges. After that, the meteor took first a milky coloration, but soon became bright again, and of phosphoric aspect. A third part separated from it, but it was much smaller and ~~xxxxxx~~ not so brilliant as the two former. Finally the meteor disappeared behind the clouds--a white, lighted blot being seen through them--and gradually faded away. The phenomenon lasted altogether about three minutes.
1895 September 4 (Wed) (London) Times, p. 3 (card 1)

REMARKABLE METEORIC (?) APPEARANCE. / TO THE EDITOR OF THE TIMES.
Sir,--On Saturday evening last (August 31) I was walking northward on the eastern pavement in St. Giles's, Oxford, and, having just passed the entrance of St. John's, was still within the enclosed area in front of that College when my eyes were arrested by a brilliant luminous body which suddenly emerged over the tops of the trees before me

on the left and moved eastward across the sky above and in front of me. Its appearance was, at the first glance, such as to suggest a brilliant meteor, considerably larger than Venus at her greatest brilliancy, but the slowness of its motion, as if sailed or floated majestically across the field of vision, as if driven by a strong wind, made me doubt whether it was not some artificial firework. Expecting to see it explode or go out, I watched for a second or two till it neared its culminating point and was about to be hidden from me by the lofty College building, on which I sprang over the corner of the low stone wall of the enclosure, and, walking sidewise and backwards across St. Giles's, I was enabled to see it through the space between the old and new buildings of the College, as it continued its course toward the eastern horizon. It did not explode, emit any spark, or leave any train or track; but it became rapidly dimmer and fainter as it approached the horizon, and finally disappeared behind a tree seen through the space in question, leaving me quite uncertain as to its nature. The fact that it so perceptibly grew fainter as it receded seems to imply that it had not a very great elevation, and so far favors a terrestrial origin, though I am quite unable to conceive how anything artificial could present the same appearance. On the other hand, if a meteor, its course was many times slower than that of any meteor I have ever seen. I was too much taken by surprise, and too intent upon watching its behavior, to note at the moment its apparent course among the stars; but on observing the heavens after its disappearance I concluded that its apparent path from my point of sight was from near Mithra on the tip of the Bear's tail, along under the Pole Star, through Cassiopeia, towards Andromeda. I hope that if any other of your readers saw it they will give an account of its appearance to them, which may at least settle the question of its meteoric character. I am sorry not to be able to give the precise time, as I had just left my watch at a watchmakers for repairs; but I think (subject to correction) that it was a few minutes before 8.

Oxford, Sept. 2.

J.A.H. MURRAY.

Fri. Sept. 6, p. 8.—REMARKABLE METEORIC APPEARANCE.
TO THE EDITOR OF THE TIMES.

Sir,—As Mr. Murray in his letter to you in The Times this morning would seem to be in some doubt as to this phenomenon, I may mention that I saw the same, or a similar body, on Saturday evening last at Margate, but the hour was about 10.15. The meteor appeared suddenly from the south-west and, taking quite slowly a north-eastern direction, seemed as suddenly to disappear into space. It did not go near the horizon, but was lost sight of overhead. The body did not seem far distant, was of triangular shape, the base, which appeared to me to be about a foot in length being foremost, and as it disappeared I thought I saw some reddish sparks thrown off. Of course it may have been of "terrestrial origin"; but of this I am very doubtful, and it is at least curious that something so similar should have been seen at places so far distant as Oxford and Margate, on the same evening, although at different hours. / I remain, Sir, yours faithfully, / A. WARREN
MELHUSH. / 1, Down-street, Piccadilly, W., Sept. 4.

TO THE EDITOR OF THE TIMES.

Sir,—Whilst seated at the side of the Spaniards-[gold], Hampstead-heath, N.W., last Saturday evening, a few minutes before 8, facing west, I noticed on my right a brilliant body, which was doubtless the same as that seen by Mr. Murray at Oxford. It travelled from north to east, horizontally, apparently about 30 degrees above the earth, and moved so slowly I imagined it might possibly be a fire balloon from the neighbouring Wembley-park grounds. I heard no noise nor observed any terminating explosion. Yours faithfully, / P.P. REYNOLDSON. / 2, St. Augustine's-villas, Highgate, N.

TO THE EDITOR OF THE TIMES.

Sir,—We are disappointed to find no notice in The Times of a curious object that was seen in the sky on Saturday last, about 8.20 p.m., by two members of the family. It was like a star, moving horizontally from west to east at 2ft. (apparent) above the moon. It was watched for four or five minutes, and disappeared in the east, after traversing about a quarter of the heavens.

We should be much interested to hear if it was seen by others and how it is accounted for. / Your obedient servant, / September 3. H.T.

Sat. Sept. 7, p. 7.—REMARKABLE METEORIC APPEARANCE. / TO THE EDITOR OF THE TIMES.

Sir,—Singularly enough I saw exactly the same phenomenon described by your correspondent as seen at Oxford on Saturday, August 30, but I saw it on Sunday evening about eight minutes to 8. We were driving to Scarborough Station that night to catch the 8.10 up train, and my attention was attracted by a large shooting star (as I thought—I know nothing of astronomy) crossing leisurely and at very low altitude from west to east. I was astonished at the time it was visible to me, shooting stars being so very much quicker in their course. I think your correspondent probably meant "Sunday," unless it was a "double event." / Obediently yours, I.W.

Tues. Sept. 10, p. 8.—REMARKABLE METEORIC APPEARANCE. / TO THE EDITOR OF THE TIMES.

Sir,—Having seen the correspondence of Dr. J.A. Murray (September 4) and of "I.W." (in to-day's issue of The Times) on a "Remarkable Meteoric Appearance," I write to give my experience of the same sort of astronomical phenomenon, seen by a friend and myself on Monday, September 2, at 10.15 p.m.

We were sitting at an open window, facing west, in a house on W— Hill, Bath, and had our attention attracted by a brilliant movement in the sky. Looking up we both saw a large, luminous, comet-like body sweep down the sky in a slightly curved line and disappear behind the

wooded horizon in the south-west. (We noted the ~~time~~ time at once, and also took the direction by compass, writing down what we had seen, with date and hour.)

The bright body moved, as described by your correspondents Dr. J.A. Murray and "I.W." with a leisurely, slow motion; but the former observer, in his description of the astral apparition, says "that it became rapidly dimmer and fainter as it approached the horizon," which description does not apply to that seen by us. The size of our meteor (?) seemed half that of the full moon, and it had a tail, brilliant, full, but rather short.

In to-day's Daily Graphic (September 7) a correspondent from Ireland gives an account of "a curious appearance," or "a great shining mass, far larger than the sun" (sic.), which struck and injured a boy; but no data is given.

Finally, as to dates, Dr. J. A. Murray saw his meteor (?) on Saturday, August 31, a little before 8 p.m.; "I.W." saw his at about the same time on Sunday, September 1; and my friend and I saw ours on Monday, September 2, at 10.15 p.m.

Will a Greenwich sage expound this weird phenomenon for the benefit of those who find ignorance no bliss and wisdom no folly? I am, Sir, yours, &c., / September 7. A.F.

1896 February 28 English Mechanic (v. 63), p. 33.

Science News.

The Madrid meteor, as it is called, seems to have been observed in Ireland, for a correspondent of one of the Irish newspapers writes: "I observed what I thought was a very red star, but moving up rapidly from the south to north in a straight line. I called out to a member of my family to come out and see the strange sight, and we both rushed to the back of the house and watched it go straight north, until the trees on the hill behind hid it. It was very high over all the other stars and clouds. When we read the account of what happened at Madrid, we came to the conclusion it must have been what we saw."

1896 July 2 (Th) Manitoba Morning Free Press (Winnipeg), p. 4.

A Mysterious Balloon. / Where Was It From and Whither Bound.

Many residents of the city who remained at home yesterday afternoon were surprised to see a balloon floating in space about 6 o'clock. The airship came from the west, and its progress eastward was intently watched as it made a rapid journey some thousands of feet above the earth. The aerial wonder was seen by several of the Central fire hall men, who said it was nearly as large as the balloon used during the recent ascensions at River park. Others again said it was only a toy balloon sent up in honor of the Confederation holiday, but its proportions were almost too large for a toy ship. Several expressed the opinion that it was Andrea's balloon returning from a trip to the North Pole, but Andrea has not yet started on his journey, according to latest reports. Whether miniature or real, the passage of the mysterious balloon caused a good deal of talk among citizens last night.

1896 July 17 English Mechanic (v. 63), p. 4966.

Saturn—Comet...

I was taking a look at Saturn last night July 13, in trying to find him—"having no finder I have to keep moving the movement about till I can fix him"—there came into the field a streak of light on the west side of the planet, and curved from it almost crescent-shaped. Not knowing what it could be, I stuck to it, and kept it in the field. Now, instead of moving across the field of the telescope like Saturn, it went "though much more slowly" in quite the contrary direction, and was, in fact, going to meet the planet. I closely watched it from 10 o'clock till quarter past 11, and then it had sunk too near the horizon to see clearly. During the time I was watching it two or three little stars went through it, or perhaps I ought to say, it passed them. It certainly was going toward Saturn at a good rate, and I should think it was nearer to the planet than any of his moons when I had to give it up. In length it was ~~xxxx~~ longer by comparison ~~xxx~~ than the breadth of Saturn, rings and all. Is it a comet? I could distinguish no nucleus. / Turnbridge Wells, July 14. A. W.

1896 August 7 Manitoba Morning Free Press (Winnipeg), p. 5. (Gr.)

ACROSS THE MOON. / Professor Brooks Watches a Meteor's Flight.

While Professor William R. Brooks, Mx M.A., F.R.A.S., director of the Smith observatory, in Geneva, N.Y., on Tuesday, July 21, was observing the moon with the 10-inch equatorial telescope, he saw a dark round object pass slowly across the moon in a horizontal direction from east to west, says the New York Herald.

Professor Brooks believes that it was the passage of a dark meteor between the earth and moon, and it remained dark because it was too far outside the earth's atmosphere to become ignited. It is well known that space is filled, so to speak, with these meteoric bodies, and that they only become visible as luminous objects when they enter the earth's atmosphere. The friction caused by their rapid passage through the air heats them to incandescence, and we see them as luminous meteors, or, as they are more familiarly termed, shooting stars. The meteor which Professor Brooks saw may have been more than one hundred thousand miles away, or midway between earth and moon. It may, indeed, have been much further away than this, and really nearer to

the moon than to the earth; or, it may have been only just beyond the earth's atmosphere. The real size of this meteor is not known because of uncertainty in its distance. The apparent diameter was about one-thirtieth that of the moon. The moon was in the gibbous phase, being three days before the full. The duration of the flight of the meteor over the moon was between three and four seconds.

WAS ONLY A CLOUD. / How a Balloon Story Originated in the Mountains.

When the west train pulled into the depot this morning there alighted from the sleeper a tall, broad-shouldered gentleman, who looked the very picture of health and contentment. The porter of the car beckoned to the reporters standing near and said: "You fellows are always looking for something big. Just go and ask that man if he ever saw a balloon flying. He'll give you a story." The question being rather a peculiar one made even the reporters diffident about broaching it. So lots were drawn and one had to do it. He approached the stalwart gentleman timidly and enquired if he had seen a balloon in the air. The gentleman smiled and with this encouragement the other reporters drew near.

"Why, bless your hearts, no," was the answer. "But I thought I did once. Try one of these cigars and find something for us to sit on and I'll tell you all about it."

The cigars were good ones and the trunks were not too hard. The gentleman's ~~name~~ card read, "J. Melville Stoddard."

"You remember," he commenced, "reading in the papers about two Indians seeing a balloon away up north some two months ago? Yes, well they didn't see any balloon. I was out shooting at the time, and was near the Alaskan boundary in latitude 64, about half way between Cross Sound and Mackenzie Bay. I had left the steamer on the Sound and tramped and paddled inland with these two Indians as guides. In summer in that region you know, it gets light very shortly after midnight. I was sleeping in my tent early one morning when I was awakened by my guides who were making a great hubbub about something outside. They called me out and pointed to the sky. Of course, I was still half asleep. Going slowly in a northwesterly direction was what appeared to be a balloon. It was perfectly shaped with the large balloon and basket below. It was too high up to make out the outlines or to see whether there were any people in it. All this was my impression at first glance. Then I rubbed my eyes, procured a field glass and surveyed the object under more advantageous circumstances. The object, the lenses revealed to me was more surprising than a balloon. It was the most peculiarly shaped cloud I ever saw, looking at it with the naked eye one could easily imagine it was a balloon, but the glass showed that it was a wonderful cloud. The sky was otherwise clear, which made it look more striking. The Indians, who did not use the glass, would not believe that the object was not a balloon. I was made sure of it about half an hour after it appeared by observing it by aid of my glass, fade away. The Indians returned to civilization and started the balloon story you read of some time ago."

Mr. Stoddard proceeded east on his way to England to day.

1896 August 13 (Th) Manitoba Morning Free Press (Winnipeg), p. 2. (card 1)

IT WAS NO DREAM. / That Ghostly Balloon Seen by Winnipeggers.

Victoria, B.C., Aug. 12.—The mystery of that ghostly balloon which passed over Winnipeg on the 1st of July last, was further intensified by receipt of official intimation from Indian Agent Loring, who is stationed at Hazelton, near the head of the Skeena River, of the passing over that far northern part of a similar balloon just two days later. This word comes to Hon. A.W. Vowell, superintendent of Indian affairs, as in compliance with instruction sent to all Indian agents throughout the north to be on the lookout for Andree's expedition, and if required, lend it all possible aid. Here is ~~some~~ Loring's report, which comes under two separate dates:

Hazelton, July 3rd.—Sir,—I have the honor to report this day at 7.35 p.m. (local time) an object, by description a balloon, was seen by a boy about four miles west of here, lat. 55 degrees and 15 mins., long. 7 degrees and 40 mins. At the time there was a strong north-west wind. It was seen to emerge from out of a heavy bank of white clouds, swerving in at an intermediate clear space in semi-circular line, to disappear in another in an altitude of about forty feet above the timber line on the mountains. It had a black appearance, having been seen between the setting sun. The boy's description of the balloon and its actions leaves no doubt as to its reality, and is no doubt Andree's balloon expected to have left Spitzbergen for the north pole on the 1st. inst.

I have the honor to be, etc., / R.E. LORING, Indian Agent.

The supplementary report removes doubt that would otherwise be cast on the story as mere imagining of an Indian boy. It reads:

Hazelton, July 10th.

A.W. Vowell, Superintendent Indian affairs, Victoria, B.C.—Sir,—I have the honor to report information received this day by [Chall], chief, head of [Kitaploux], that while tramping with a party of Indians on Blackwater lake, above the head waters of the Skeena, an object resembling a balloon, and then displaying very bright lights was seen by them on the evening of the same day as before mentioned, 3rd inst., in nearly northerly course. [Chall], whom you know, is a most trustworthy man, and his statement is to be credited. The Indians on the Skeena were made aware that they were liable to see during the beginning of this month, a balloon going north, and of the purpose of its occupants, etc., and to report to me anything noticed by them of that description. R. E. Loring, Indian agent."

Stockholm, Sweden, Aug. 12.—The following telegram from Verges Harbor was dispatched by Prof. Andree on Aug. 3: "Balloon has been filled for several days and all is ready for the ascent. Thus far everything has occurred as anticipated. The wind is still northerly; otherwise all well."

August 12, p. 1: CAN IT BE ANDREE? / BRITISH COLUMBIA INDIANS SAW A BALLOON. / It was 500 Miles North of Victoria and Sailing Due North—The Explorers Driven Far Out of Their Course—History of the Expedition—Very Like a Whale. /

Ottawa, Aug. 11.—An interesting announcement is conveyed in a telegram received by the government to-day from Vowell, Indian superintendent for British Columbia. The message reads as follows: "Creditable information received by Agent Lomas from two Indian parties, separated by long distance at time of observation, that the Andree balloon had been sighted in latitude 55.15, longitude 127.40, pursuing a nearly northern course." The point indicated by latitude and longitude given in Vowell's dispatch is about 100 miles up the Skeena river and nearly 500 miles north of Victoria.

Ottawa, Aug. 11.—Andree and his adventurous companions were waiting at Amsterdam Island, Spitzbergen, last week for a favorable wind, but no information had reached here that the balloon had actually started. If they had left and the balloon reported in theirs, instead of being nearer the north pole they are 15 degrees further south of it in British Columbia than when they left Hammerfest. /

All the governments of northern countries have issued notices requesting people to be on the look out for the Andree balloon, and to render assistance should it be found anywhere. The Canadian government and Hudson's Bay company have been careful to make the fact of the balloon known among the Indians and Eskimos, as it was probable the aerial voyagers might be driven southerly, and desire to land on Canadian territory.

1896 October 23 (Fri) San Francisco Examiner, p. 7.

(card 1)

A QUEER THING IN THE SKY. / Visitors at the Cliff House Witness a Novel Spectacle. / What Appeared to Be a Comet With Fiery Head and Tail Goes Whizzing Rapidly Eastward Over the Water.

Shortly after 6 o'clock last night a stray meteor or comet or something of that sort was seen from the vicinity of the Cliff House. The blazing body whizzed through the heavens about 10 miles out at sea, and was traveling eastward, as if it had important business on the other coast.

Mayor Sutro was returning home about the time the meteor performed; but as his Honor was stepping from a car he missed the startling spectacle. However, it was described to him by some men who happened to see the rushing streak of fire.

"As described to me the appearance of the comet, if such it was, must have been grand," said the Mayor last night. "Half a dozen men who saw the phenomenon, which only lasted a few minutes, said they never before witnessed anything like it. At 6:15 o'clock the display was sighted. The men described it as a vividly bright object, moving with great rapidity and about 500 feet above the water. It traveled in a straight line horizontally and seemed to have a head. A long trail of fire extended behind the flying object, the color of the flame being similar to that of electric light. In a few minutes the display passed out of sight, but it illuminated the sea with a great light while it lasted.

"It was a very wonderful thing indeed. I never heard of or saw anything like it myself. The men were very much excited, as they could not understand the occurrence. It could hardly have been a meteor, as they always strike the earth or explode before coming down. Had it been a meteor the earth's attraction would have caused it to descend. My idea is that a small comet was seen by the men." /

THREE METEORS IN LINE.

Residents of Nevada, Cal., Witness a Thrilling Light in the Heavens. NEVADA, October 22.—A triple connected meteor was observed in the northern heavens at ten minutes past six o'clock this evening. Three balls of fire all in a row and connected like a train of cars with a long fiery tail flashed in view just a few degrees above the western horizon and traveled in a direction a little north of east. In half a minute it disappeared from view high in the heavens, apparently some where over the great Dipper and North Star. See Addendum, p. 364

1896 November 18 (Wed) Sacramento Evening Bee, p. 1. (card 1)

VOICES IN THE SKY. / People Declare They Heard Them and Saw a Light. / AERIAL SHIP, GHOST STORY, OR METEOR—AS YOU LIKE. / Anyway, the Light Was Seen, and It Acted Very Strangely—Carmen Told Cashier Lusk of What They Claimed to Have Heard and Seen—Nothing Heard Up to Date as to What the Object Is or Whence It Came.

Last evening between the hours of 6 and 7 o'clock, in the year of our Lord eighteen hundred and ninety-six, a most startling exhibition was seen in the sky in this city of Sacramento. People standing on the sidewalks at certain points in the city between the hours stated, saw coming through the sky over the housetops, what appeared to them to be merely an electric arc lamp propelled by some mysterious force. It came out of the East and sailed unevenly toward the southwest, dropping now nearer to the earth, and now suddenly rising into the air again as if the force that was whirling it through space was sensible of the dangers of collision with objects upon the earth.

That such hundreds of the people saw. That such caused consternation in this city last night among groups gathered to hear the tale. What follows some of the witnesses to the strange spectacle assert to be as true as the circumstances related.

VOICES IN THE SKY.

Startled citizens last night living at points of the city along a rough diagonal line, yet far distant from each other, declare that they not only saw the phenomenon, but they also heard voices issuing from it in mid-air—not the whispering of angels, not the sepulchral mutterings of evil spirits, but the intelligible words and the merry laughter of human.

At those intervals where the glittering object, as if careless of its obligation to maintain a straightforward course, descended dangerously near the housetops, voices were heard in the sky saying:

"Lift her up quick! You are making directly for that steeple!"

Then the light in the sky would be seen obeying some mystic touch and ascending to a considerable height, from which it would take up again its southwesterly course.

The light sailed along the line of K Street, so it appeared from those in the eastern part of the city, although it appears that after it had passed Fourteenth Street it was wafted far south of K.

Laughter and words sounding strange in the distance, though fairly intelligible, fell upon the ears of pedestrians along the course of the light who had paused to look up at the novelty.

COMING TO CALIFORNIA.

Last night's Bee contained a telegram from New York announcing that a man had perfected an air ship and would on Friday of this week, accompanied by one or two friends, ascend from a vacant lot in the metropolis and go directly to California, which he promised to reach in two days. The description furnished in the telegram included an apparatus which was electrical to supply light and power for the astonishing contrivance. It is not regarded as likely, in view of the announcement contained in the dispatch, that last night Sacramento was overtaken by this aerial ship. But here is the incident—here the chronicle of words heard, of a strange spectacle witnessed. Whence the light, which was not a meteor all agree, came, whither it went, where it now is—these things it is not within the capacity of this article to deal with.

MR. LUSK'S STORY.

Charles Lusk, Cashier of the Central Electrical Street Railway Company, was at his home at Twenty-fourth and O Streets, last evening when, having stepped outside, he saw the remarkable appearance in the sky. He went into the house and told the inmates of what he had seen.

This morning Mr. Lusk mentioned the incident to some of the carmen and was amazed to learn from them that they had seen such a light as he described while they were in the neighborhood of East Park. More than that, they heard music and voices. One voice distinctly said:

"Well, we ought to get to San Francisco by to-morrow noon."

The carmen say they caught some faint ideas of the shape of the object that was floating in the air. It was of balloon shape, and they concluded that it was a balloon.

THEY SAW IT.

Foreman Snider, of the Car Barn, Says It Was Not a Meteor.

This afternoon G.C. Snider, foreman of the car house of the Electric Car Company, gave the following to The Bee:

"I assure you there is no joke about this matter, so far as I am concerned. Last evening, about ten minutes before 7 o'clock, I saw a light, which was then above, approximately, Twenty-seventh and P Streets, sailing in a southwesterly direction. It rose and fell and swayed from right to left as if it were being propelled by some motor power. It was a white light, and was not a star or a meteor. I am certain of that.

"Mr. Lowry, who used to be connected with the car company, told me that he saw the thing when it was directly over head and that it had a wheel, which was going round.

"I don't think it was a balloon, for it was going in the southwest and a heavy wind was blowing from that direction. David Curl, a horse-trainer at the race track, told me that he heard voices in the balloon, or whatever it was.

"I learn that Michael Shelly, carman on car 103 on the J Street line, distinguished the shape of the affair."

1896 November 18 (Wed.) The Call (San Francisco), p. 3.

CLAIM THEY SAW A FLYING AIRSHIP / Strange Tale of Sacramento Men Not Addicted to Prevarication. / Viewed an Aerial Courser as It Passed over the City at Night. / Declare They Heard Voices of Those Aboard Joined in Merry Chorus. /

SACRAMENTO, Cal., Nov. 17.—A vast amount of excitement was created among residents in the outskirts of the city to-night by the appearance of what they claim to have been an airship, which, seemingly under perfect control, passed over the city, going in the direction of San Francisco. The sky was obscured by heavy clouds and it was impossible to ascertain the shape and size of the aerial conveyance, presuming it to be such, but the onlookers followed its course by the lights displayed, which were about twice the brilliancy and size of an arc light.

In speaking of the appearance of the reputed airship, an eye-witness of undoubted veracity said: "When my attention was called to the travelling light it was, I should judge, about 1000 feet high, but as it approached the city limits it arose to probably an elevation of 2000 feet. When I first saw it it was approaching from a northeasterly direction, and on arriving at the city limits it bore off to the south until past the city, when it turned toward the southwest as if resuming its course toward San Francisco.

"When the airship passed over the streetcar company's barn, a crowd of the employes came out, and they claim that they distinctly heard people's voices singing in a chorus, a rattling song, which gradually died away in the distance. The lights of this mysterious visitant were visible for upward of thirty minutes, until they passed out of sight."

A lineman in the employ of the Postal Telegraph service claims to have seen the same visitant about 9 o'clock a.m. in the vicinity of Suisun on Sunday evening. The impression here seems to be that some one has solved the mystery of aerial navigation, and is conducting his experiments at night in order to escape impertinent curiosity.

Men in charge of East Park, which lies outside the city limits, state that as the airship passed over the park the voices of men, who seemed to be disputing as to whether they should cause their conveyance to rise higher, could be heard. The lights then rose rapidly into the air and passed on.

AIR SHIP, OR WHAT? / Various Views Expressed Respecting Tuesday Night's Quasar Phenomenon. / ALL MEN LIARS? LOOKS THAT WAY! / But Then How Is That Fluctuating White Light in the Sky to be Accounted for? / BARNICK SAYS IT CAN'T BE A METEOR. / And If Barwick Doesn't Know, the People Who Give Their Ideas May Be Pardoned for Entertaining Rather Riotous Fancies on the Subject.

Nothing of a trustworthy character has been heard of the present whereabouts of the air ship, or the what-is-it, which swept over the housetops of Sacramento Tuesday evening, in sight of many citizens who have not served terms in the County Jail for drunkenness nor attained even local renown as romancers.

Meanwhile the sensation groweth apace. Last evening, after the publication of interviews with reputable parties in The Bee, the subject of the "voices in the sky" was the topic of conversation in the restaurants, hotels, and wherever people congregate. The general sentiment was that the light was either a meteor or an attachment to a balloon which had ascended from some point near the city, and the notion that it was part of an air ship was scouted as ridiculous. That such a light as was described in The Bee last night swept in a more or less diagonal line through Sacramento between 6 and 7 o'clock Tuesday evening is indisputable. That voices were heard traveling with the light certain persons assert with great solemnity. That the light was suspended under a contrivance of egg shape, with paddles whirring on the sides, one or two witnesses have been found with the hardihood to describe. That there is some mystery about the circumstance a great number of people believe. That the antics of the light, as in wobbling this way and that, and going up and down are embellishments to a grand hoax, the majority of citizens will probably agree.

On thing most of the witnesses to the phenomenon are positive about is that the light was white like that shed by an arc lamp. Weather Observer Barwick is at as much loss as anybody to account for the appearance in the sky. He says the color of a meteor would be affected by the density of the atmosphere through which it was darting and on an evening like that of Tuesday he believes the light of such an aerial visitor would most likely be purplish, and in no event the extreme white of an arc lamp.

1896 November 19 (Th) Sacramento Evening Bee, p. 1. "Aerop Or What?" (card 2)

Various rumors are afloat but they can scarcely be given credence. One, published in this morning's Record-Union, is to the effect that an air ship has been in course of construction for some time at Oak Park, and that on Tuesday evening a trial trip of the conveyance was made through the city, and out to Arcade where it broke down and is now awaiting repairs.

The authority of Ex-Senator F.S. Sprague is given for the loss of a carpenter's hammer from a scaffolding surrounding the steeple of St. Paul's Church, left there a few hours before the passage of the alleged ship, but this incident is not substantiated.

A Dream Realized.

To the Editor of The Bee—Sir: This is truly an age of invention. I have thought for years that I would live to see the air navigated, and since reading in your valuable paper of last evening of the great air ship passing over this city on the night of Tuesday, I feel assured that I am to realize that hope of aerial navigation. In your issue of Monday or Tuesday a telegram was published saying that this air ship was to start from New York, and make the trip to San Francisco in 48 hours. However, it seems to have made it in less than half the scheduled time.

These navigators of the ethereal regions must have had an experience far more interesting than that of Dr. Nansen, in his search for the North Pole. What a cold strata they must have passed through, when they looked down upon the crest of Pike's Peak! What an altitude they must have attained when they hovered over the dizzy heights of the Rockies! What scenery must have delighted their vision as they looked down upon the waters of Lake Tahoe, and the summits of the high Sierras glittering with the scintillations of snows and glaciers that have been forming for a thousand Winters!

What a prospect must they have enjoyed, as the Mississippi, the "father of Waters," and the Missouri, the "great muddy," looked rivulets, extending from Yellowstone Park on the one hand and Lake Itaska on the other to the Gulf of Mexico!

Imagine them at the dizzy elevation they must have gained in order to increase the length of vision, looking in on Cuba and seeing Weyler being chased by the Insurgents with their machetes and at the same time taking in everything from the Yukon on the north to Patagonia on the south, watching the progress of the Nicaragua and Panama canals, taking a look at the site of the New Monte Carlo at Juarez, the overflowed country in Washington and Oregon, and casually looking after the Schonburgk line in Venezuela.

How their hearts must have gladdened when, coming over the Sierras, they lowered their bird-like vehicle of passage, drank in the refreshing ozone of the pines just below the snow belt, then into the Sacramento Valley, the garden spot of earth, where they soared just above the tree tops, where the atmosphere was pregnant with the perfume of the magnolia and the chrysanthemum. As they passed over Sacramento they lowered their boat so as just to escape the church spires, threw out their illuminators, played guitars, hurred for the Capital City and the Folsom electric power, and those with an acute sense of hearing say they could hear the bear corks pop, and the captain say they had provisions and liquor enough for a six days' passage.

Since the Portland Oregonian said that San Francisco was the tender loin of America, they decided to stay out of its tainted atmosphere.

and pass over Hilpitas. By this time they have, doubtless, looked in upon Honolulu, passed over the islands once ruled by Queen Lili, and are now no doubt looking down upon the land of the Mikado.

They, perhaps, will look in upon Li Hung Chang, the man with the yellow jacket and three-eyed peacock feathers, pass over Mt. Everest, the highest mountain in the world, from which elevated position they can gaze upon famished India, walled-in China, plateaued Thiber, the Philippine Islands, that are giving Spain so much trouble, and away off in the frozen north, immense Siberia, with its new 5000-mile railroad. To-morrow they can look down upon Moscow and St. Petersburg and on Constantinople, and Athens, and Rome, and Paris, and London, and the next day they will cross the Atlantic!

Surely, as I said in the beginning, this is the age of invention, but who would have thought prior to the 3d of November that it was possible to go around the world in 80 hours! The wildest dreams of Jules Verne could not be more romantic, and the most exaggerating of the writings of Muchausen seem to pale into insignificance in comparison.

CONSTANT READER.
Look Out for Squalls.

To the Editor of The Bee—Sir: The extraordinary astronomical phenomenon appearing to the citizens of Sacramento yesterday evening as published by you in your to-day's issue, is without doubt the most notable event of the century; and we must accept this visitation as a warning to look out for squalls. The theory of warships, balloons, meteors, atomized fire balloons, and other wild-cat notions, must be accepted with a large grain of salt and scientists must realize that we are hazy hanging on the ragged edge of evolution, and that we must stand ready to receive the revolution of a new creation. The researches of electricians have depleted the atmosphere of the electric fluid which is the life of the world. This subtle force has hitherto formed the equilibrium of the planets in their correct spheres, and maintained the gravitating force of our earth. The expanded force of human energy, the extraordinary excitement evolved during the Presidential campaign, the waste of breath by the millions who discussed the bimetallic question, the wreckage of the A.P.A. organization against the rocks of "hard cash," the payment of election bets by Trustee Devine, the passage of the pool room ordinance, and the deterioration in the quality of tonales, substituting here for chicken, are the main factors of atmospheric disturbance. The phenomenon is merely an instance of cause and effect.

The mere effort to discuss the visitation of this phenomenon intelligibly would be a labor of such colossal [sic] magnitude as to stop the rotation of the earth round its axis and increase the price of shrimps to such an extent that beef tea would be at a premium, and the California rancher be able to wear a clean shirt on Thanksgiving Day.
C.J. / Sacramento, November 18, 1896.

A Trial Trip, Maybe.

To the Editor of The Bee—Sir: I see by your paper that on last Tuesday evening a magnificent air ship appeared over the city of Sacramento, and, without pausing in its flight, sailed onward toward the west. I have long been expecting something of this kind to occur. A few years ago I received a tip from a friend in the East that Thos. A. Edison had in course of preparation a machine that would revolutionize warfare. In thinking the matter over I came to the conclusion that this new engine of destruction must be nothing more nor less than a flying man-of-war, fully armed and equipped with guns and dynamite.

All readers of the papers know that grave rumblings of war are being wafted across the Atlantic from the sunny shores of Spain, and that at the first gun crack half the nations of Europe might be drawn into the broil.

What time, therefore, could be more auspicious than the present for Edison to launch his machine?

I am convinced that in view of the threatening war clouds that have been lowering over our fair land that our Government has negotiated with Mr. Edison for the purchase of his ship, and that the splendid sight which appeared in the sky night before last was nothing more nor less than this ship making a trial trip, in charge of two or more army officers.

I saw a great deal of military life during the strike in this city two years ago and at that time I studied the habits of the soldiers, paying particular attention to their mode of speech, and I am confident that it was a soldier's voice that was heard apparently coming from the clouds night before last, giving the order "Shoot her up higher or you will hit that steepie."

If my theory is correct, and I am convinced that it is, the days of war will be forever held in leash, and the dove of peace will brood eternal silence o'er our land.

But the arrival of the air ship in Sacramento means even more than this, for a vessel that can carry guns and dynamite can carry merchandise, and there is no doubt that in a few years Sacramento will be the center of a score or more of atmospheric transportation lines.

I believe that aerial navigation has been successfully accomplished and that those who were fortunate enough to be gazing into the sky night before last saw that which will revolutionize the world. VERITAS.
Sacramento, November 19, 1896.

A Reported Apparition.

To the Editor of The Bee.—Sir: ~~Kindly~~ Kindly suppress my name, and I will explain how and when the remarkable sight of an air ship was first witnessed. On last Tuesday evening a little social affair was given at a cosy place on the eastern border of the town, by the Perpetual Jag Club, of which I have the honor to be a member. While seated around the table enjoying the solid comfort that accompanies plentiful libations of steam beer, one of our members, who had absented himself for a few minutes, rushed into our midst and declared that an immense, three-masted schooner was sailing through the sky and that the man at

17 the helm was no more nor less than our late President, Handsome Brady, who was removed from office for having upset a glass of good liquor. Mortified at the consequences of his rash act, our President had arisen from the table, and with a wave of his hand, announced that he would go, but would some day return in a manner that would startle the community.

So, when the announcement was made that Brady had returned, we all rushed to the door and there beheld a sight that I shall never forget. Less than 100 feet distant from the ground there was a magnificent schooner. Her bow was mounted with an immense serpent, out of whose eyes shot great flames of fire, and from the jack staff floated a pennant containing two demi-johns rampant, and a canteen couchant. On the deck were piled cords upon cords of bottled whisky, and at the helm was our lamented President, who, the moment he saw us, gave as the horse laugh and as the crew broke into a rollicking drinking song, the ship disappeared in the distance.

This is all true, on the honor of one of the most bibulous frequenters of the cock-tail routh, and a charter member of the Perpetual Jaggers.

Please do not use my name, but allow me to sign myself,

B.U. THIRSTY.

Sacramento, November 19th.

Can This Be True?

To the Editor of The Bee—Sir: I wish you newspapers would furnish a key to your jokes, although what you see funny in such a thing as this airship story rather beats me. I do not believe a word of it. I have always had great respect for the newspaper fraternity, and have the distinction of being an honorary member of Newspaper Writers' Union, No. 3, of this city, as the beautiful certificate enclosed in an oak frame hanging in my office will show. At the time I had this honor thrust upon me I understood that it was the intention to establish a Bohemian resort where we could discuss tamales and beer and pass profitable evenings and I parted, with much satisfaction, with the \$5 asked.

Since I have not yet been handed my key to the Bohemian quarters, I am forced to believe that the active members of the Union have appropriated the money for banquet among themselves and that they were in the enjoyment of the after effects of this feed when they conceived the idea of this aerial ship and sprang it upon a suffering public.

CONSTANT READER.

Sacramento, November 19, 1896.

A Car Barn Conspiracy.

To the Editor of The Bee—Sir: A peculiar feature of this airship story, it appears to me, is the prominence in which the attaches of the Central Electric Railway Company figure in it. I read in this morning's paper, for example, that Carman So and So and Carman Somebody Else and Mr. So and So of the car barn, saw this and thus I am unwilling to think that these hardworking and sober citizens have suddenly become a race of merry lars, and I merely mention the matter as a singular circumstance.

X. Y. Z.

Sacramento, November 19, 1896.

Sensation Reaches Patterson's.

To the Editor of The Bee—Sir: It has been rumored out here at Patterson's Station that an airship was seen passing over Sacramento propelled by two bicycle riders. Have you heard the story? If so, will you please let me know if there is any truth in it?
VOX POPULI. / Patterson's, November 19, 1896.

A Voice From Sutter.

To the Editor of The Bee—Sir: It is being currently reported here that certain Sacramento citizens who were in the neighborhood of a Twenty-eighth-Street brewery last night saw an airship carrying a minstrel show from New York to Sacramento. The story meets with little credence in this community, where we are all farmers. On Tuesday a fisherman living on the banks of Cat Fish Slough captured a sand hill crane, and after tying a Chinese lantern to one of its legs let it go. When last seen it was flying toward Sacramento at a speed of about fifty miles an hour, and must have passed over your city between 7 and 8 o'clock in the evening. Please find out if any one who saw the airship saw the sand hill crane, and oblige. / ~~THE~~ PRO BONO PUBLICO.
Nicolaus, Sutter County, Nov. 18th.

TRUCKEE HAS 'EM AGAIN.

A Correspondent Imagines That He Saw a Big Airship.

The following communication, if the writer was not under the influence of that terrible whiskey at Truckee should stop all speculation about the strange spectacle of last Tuesday night. It will prove to old toppers who gazed into the sky and saw the mysterious light moving over the city that they did not have the delirium tremens. It will prove to religious fanatics that the ball of fire was not a forerunner of the conflagration to come, and it should convince doubting Thomases that the wild dream of Darius Green has come true.

TRUCKEE, Nov. 18.—Considerable amusement was created here when the papers arrived and told of the consternation which prevailed in Sacramento over the flight of a ball of fire across that city. That supposed ball of fire was an immense glass globe lighted by electricity, and was really the "wheel house" of a great air ship.

About 4 o'clock Tuesday afternoon the people of this place were astonished to see a wonderful machine sailing through the air from an easterly direction. After hovering above the town for a few moments the machine circled around and gracefully descended to the earth, lighting in the Plaza alongside of the Ice Palace. In a short time it was surrounded by hundreds of men, women and children. The Indians who saw the thing ran howling in fright towards the woods. On the sides of the affair were painted the words "Meteor" and while it resembled a ship, it had great wings similar to those of a bird. They are operated by means of machinery worked by an electric storage battery, and the entire apparatus, which is twenty-five feet in length, is constructed of aluminum.

In the strange craft was the distinguished Phineas Fogg, who is attempting to beat his round-the-world record of eighty days. He was accompanied by three friends, who started with him from New York on Monday morning. They landed at this place to send a telegram to home friends, announcing that they had decided to avoid San Francisco. Mr. Fogg said he and his friends enjoyed themselves by day in gazing at the country, and at night they played poker for the drinks, after setting the screws of the machine to keep high enough up to escape church spires and mountain peaks. After remaining here for fifteen or twenty minutes, the aerial navigators stepped into the ship, a button was pressed, and the wonderful thing arose into the air, glided swiftly towards the west, and barely missed McClashan's museum building which is perched up on the top of the big rocking stone.

1896 November 19 (Th morn) San Francisco Call, p. 1. (card 1)

STRANGE CRAFT OF THE SKY / Sacramento Men Describe the Airship. / Claim They Saw Its Occupants and Heard Them in Conversation.

SACRAMENTO, Cal., Nov. 18.--The one topic of conversation in this city to-day has been the reported appearance of an airship over the eastern portion of Sacramento last night. While there are hundreds of people who, failing to catch a glimpse of this mysterious visitant, are extremely skeptical, there are hundreds of others who are positive in their declaration that they did see its brilliant searchlight traveling over the city, and who will also swear that they heard the voices of its occupants and distinguished their merry song and laughter. Then there are others who declare that these aerial travelers used the English tongue, and that they plainly distinguished the words used and commands uttered for the guidance and care of the air vessel.

In investigating this mysterious visitation the local representative of The Call obtained personal interviews with scores of reputable citizens who reside along the route, passed over by the air craft. Many of them lived fully a mile or two distant from each other, but their accounts all agree.

As far as can be learned from eyewitnesses, the body of the craft was oblong and egg-shaped, with fan-like wheels on either side, whose rapid revolutions, beating the air, served to propel the vessel directly against the wind, and in so doing caused the vessel to sway from side to side with a wavering motion, similar to that of a boat being forced against the rapid current of a stream.

Midway of the vessel and suspended directly beneath it was a brilliant searchlight about twice the size of an arc light, evidently so placed that the occupants could ascertain when the vessel approached too near the earth and was in danger of collision with lofty objects. Above the egg-shaped body towered a tall, indistinguishable mass, whose shape it was impossible to ascertain, owing to the fact that the onlooker's [sic] eyes were blurred by the brilliancy of the searchlight.

Such is the description of the vessel given by R.L. Lowry, who also claims to have been able to distinguish four men, who were seemingly engaged in propelling the vessel by its fanlike wheels, much after the fashion of a bicyclist driving his wheel over a boulevard. It is also claimed that a bystander in the vicinity of Mr. Lowry shouted to the men in the aerial vessel and inquired their destination and that they replied they were bound for San Francisco and intended arriving by 12 o'clock--midnight. This, however, could not be verified, as no one appeared to know the name of the reputed interrogator J.H. Vogel, who claimed to have been in the same locality, also states that the vessel was egg-shaped, and that he distinctly heard the voices of its occupants, but says that as the vessel was rapidly rising he was unable to distinguish any words, and that after a brief glimpse of the body of the airship it faded from view and all that was visible was the brilliant searchlight, which moved slowly away in a southwesterly direction, going toward San Francisco, and being visible for upward of thirty minutes, growing more and more dim, until it disappeared in the distance.

E. Wenzel, who is employed at Scheld's Brewery, verifies the stories of Vogel and Lowry as to the shape of the vessel, but claims that when it passed over him the occupants were trolling a merry chorus which, though distant, sounded sweet and clear in the evening air.

The first person who, as far as can be learned, caught a glimpse of the reputed airship was David Carl, a horse-trainer at Agricultural Park. When he first caught sight of the craft it was within a short distance of the ground, and he states that he heard a voice saying: "We are too low down here; send her up higher."

Then a discussion followed as to the advisability of attaining too great a height, as the occupants were evidently anxious to reach San Francisco before midnight. He stated that the vessel then started to rise, doing so on an incline and not going directly up as would be the case had ballast been cast from a balloon. He had no idea, however, that it was anything but a balloon and had never even thought of the possibility of an airship. He was positive in his declaration that it contained at least two occupants, as he could clearly distinguish two voices discussing the strata of air best adapted for rapid traveling.

E.P. de Long when interviewed said: "I could not distinguish the shape of the vessel. All I could see was a brilliant light moving seemingly against the wind, but I could plainly hear the voices of its occupants, who were singing, and it sounded to me like the noise produced by a phonograph. At this time I should judge the vessel was several hundred feet high."

Frank Ross, assistant superintendent of the electric streetcar system, when interviewed said: "I did not see the form of the vessel nor did I hear the voices of its occupants, as I was not informed until it had passed my residence. All that I saw was a brilliant electric searchlight, apparently twice the size and power of an ordinary arc light, which was being propelled through the air by some mysterious force. From what I have learned from my employes--men of undoubted veracity--I am certain that this can by no possibility have been a 'fake', but that a genuine airship passed over the city last evening. I watched the light until it passed out of sight thirty minutes later. It was traveling unevenly toward the southwest, dropping now nearer to the earth and now suddenly rising into the air again as if the force that was whirling it through space was sensible of the danger of collision with objects upon the earth. I, of course, have no idea as to its destination or purpose. I can only say that I am fully convinced by what I have heard that it was something out of the ordinary."

G.C. Snyder, foreman of the streetcar barn, states: "I am fully convinced that an aerial vessel of some description passed over this building last night about 6:30 o'clock. At the time my attention was called to it the craft was at too great an elevation for me to distinguish its form, but I distinctly saw the searchlight, which was going directly into the wind, and from its movement judged that it was attached to a vessel of some description, which was laboring as a sea-going vessel will in a heavy sea and head wind. I also find that hundreds of residents in this portion of the city saw the light, and the are hundreds who claim that they heard the voices of the occupants of the visitor."

Charles Lusk, secretary of the company, also states that he saw the light traveling over the city.

Mayor Hubbard says that personally he failed to catch a glimpse of this aerial visitant, as he was engaged in his office downtown when it passed over, but he stated to The Call representative that upon arriving at his residence in the upper portion of the city his daughter told him that she had seen a brilliant white light, seemingly at great elevation, which had come toward the city from the east and passed directly over it, moving in a southwesterly direction. She said it certainly was not a meteor, as it was a different shade of light and moved too slowly and unevenly, and she was at a loss to account for it.

F.E. Briggs, a motorman on one of the streetcars running to Oak Park, saw the light of the traveling airship, and at the request of the occupants of his crowded vehicle he stopped his car for a moment. He says that while they could not discern the form of the airship, yet the voices of the occupants were plainly heard. He had been informed by a man who resided in the vicinity of East Park, where the air vessel had been first seen, that it was a genuine airship, cigar or egg shaped, and that it had at least four occupants. When the vessel passed over his car he judged that the occupants were singing, but they were at such a height that neither he nor his passengers were enabled to distinguish the words or the tune, as they came in broken snatches, as though borne on gusts of the night wind.

When H.W. Marsh saw the traveling light it was at least five miles away. He thought that it was attached to some aerial vessel, owing to its wavering motion through the atmosphere.

E. Caverly saw the light, but refused to be interviewed on the subject, evidently ~~being~~ deeming it to be uncanny.

M.T. Shelly, a gentleman of undoubted veracity, saw the airship's light, and at one time, when the craft careened somewhat so as to partially obscure the light, he caught sight of the vessel itself, which he declared to be a cigar-shaped receptacle, with what seemed to be a dark wall above it.

Hundreds of similar interviews could be obtained. In this connection the Evening Bee published the following account:

Startled citizens last night living at points of the city along a rough diagonal line, yet far distant from each other, declare that they not only saw the phenomenon but they also heard voices issuing from it in midair--not the whispering of angels, not the sepulchral mutterings of ~~the~~ evil spirits, but the intelligible words and the merry laughter of humans. At those intervals where the glittering object, as if careless of its obligation to maintain a straightforward course, descended dangerously near the housetops voices were heard in the sky saying:

"Lift her up, quick; you are making directly for that stern!"
Then the light in the sky would be seen obeying some mystic touch and ascending to a considerable height, from which it would take up again its southwesterly course. The light sailed along the line of K street, so it appeared from those in the eastern part of the city, although it appears that after it had passed Fourteenth street it was wafted far south of K. Laughter and words sounding strange in the distance, though fairly intelligible, fell upon the ears of pedestrians along the course of the light who had paused to look up at the novelty.

Last night's Bee contained a telegram from New York announcing that a man had perfected an airship and would on Friday of this week, accompanied by one or two friends, ascend from a vacant lot in the metropolis and go directly to California, which he promised to reach in two days. The description furnished in the telegram included an apparatus which was electrical, to supply light and power for the astonishing contrivance.

It is not regarded as likely, in view of the announcement contained in the dispatch, that last night Sacramento was overswept by this aerial ship.

"But here is the incident--here the chronicle of words heard, of a stranger's spectacle witnessed. Whence the light, which was not a meteor all agree, came, whither it went, where it now is--these things it is not within the capacity of this article to deal with."

Then follow interviews similar to those obtained by The Call representative.

Among the eye-witnesses of last night's singular spectacle the wildest speculations are rife. As to the destination and object to be obtained by this night voyage of a reputed airship, one of those onlookers informed The Call representative that in his opinion it was the same invention which it is rumored Edison claimed to have perfected and offered to the Government at the time when the Venezuelan boundary question came up, and that now that relations were strained with Spain the Government has sent a party of engineers out in the airship to test its practicability, and that they were keeping away from populous localities, except during the night trips.

The opinion of the masses is, however, that some lucky inventor, having solved the mystery of aerial navigation, is, with his companions, testing his invention in secret, with no intent of allowing a curious public to view it until his rights are fully protected by letters patent. They presume that he is traveling by night and flying by in desert spots during the day. Be that as it may, there can be no possible doubt that an aerial vessel of some kind passed over Sacramento last night, and hundreds of the residents of this city will so testify.

The residents of Oak Park claim to have a little mystery of their own which may possible bearing (sic) of this subject. They state that yesterday afternoon an object was seen in the sky at such a great elevation as to be almost indistinguishable. It moved slowly in a circle, leaving a volume of smoke behind it. This phenomenon was seen by many, who are unable to account for it.

A rumor is afloat in the city to-night that the airship was constructed near this city and that a trial trip was attempted last evening, a cable being used to confine the machine to a certain elevation.

It is stated that the cable parted and the vessel then drifted over the city and became the observed of all observers. This rumor cannot be confirmed at this late hour, but it is claimed that T. Allen who formerly conducted an employment office in this city, states that such is the case and that one of the men who had made the assertion had informed him that the trial was a success and the vessel worked well, except that it was impossible to fully control its movements. In consequence the inventors had, after going toward San Francisco always, returned and landed in a vacant field some distance from Arcade and about six miles from the city limits. This tale is not generally credited.

THREE WEEKS AGO. / Story Told by a Hunter Living on Bolinas Ridge.

On Sunday the first day of this month, a representative of The Call met on Bolinas Ridge, just to the west of Mount Tamalpais, an old hunter living there, named Brown. The old man was very nervous and started a conversation immediately by asking:

"So I look like a crazy man?"

"Why certainly not, Mr. Brown. Why do you ask?"

"Well," he replied, "I don't expect anybody to believe me. To tell the truth I can hardly believe myself. But it's an honest fact that yesterday morning when the fog began to lift, I saw an airship right up there a couple of hundred feet over them hills."

"No, I can't tell you much what she looked like. She didn't show very plainly through the mist, but I saw a large, dark shape with something moving on it. Don't know whether I saw any people or not. It came on me so sudden I was almost stunned, and by the time I collected my senses she was out of sight."

"I have been kind of dazed ever since, and to have you tell me that I don't look crazy is a great relief. But I know that what I saw was an airship."

As the "superior" type of mirage is not uncommon to people living on the Marin hills it was thought that this was what the old man had seen, so no attention was paid to his story. The mirage effect of a large ocean vessel passing through the sky might appear to him like some new-fangled machine for navigating the air.

Perhaps the mirage is what he really saw, but in the face of the stories circulated in regard to the airship there is a probability that is what Mr. Brown really saw. Certainly he would have no object in telling such a story. (Pic. - The Airship That Passed Over Sacramento Tuesday Evening, as Described by Scores of Eye-Witnesses.)

1896 November 19 (Th) San Francisco Chronicle, p. 5.

1 STRANGE TALE OF A FLYING MACHINE. / ROMANCE FROM SACRAMENTO / SAID TO HAVE BEEN SEEN BY MANY CITIZENS. / It Looks Like a Fake of Large Size --Mysterious Light Seen at the Capital City. / Special Dispatch to the "Chronicle."

SACRAMENTO, November 18.--What is probably one of the greatest hoaxes that has ever been sprung on any community has been started in this city, and yet were it not for the improbability of the thing there would be the very best of reasons for believing it true.

At an early hour last evening a very brilliant light passed over the outwestern part of the city, traveling in a southwesterly direction. This much must be accepted as a fact, as it was seen by a score or more of persons at different points, among whom are some of the most reputable citizens of Sacramento. One of these, Frank Ross, assistant superintendent of the streetcar company, who was on Twenty-eighth street at the time, describes the light as closely resembling an arc lamp, and declares that it was traveling diagonally across the direction of the wind.

Charles Lusk, assistant cashier of the street-car company, who also saw the light, declares that he was struck with the resemblance borne to an arc lamp and was further astonished when he saw it rise and fall as though guided by some human agency.

The most remarkable story, however, is that told by R.L. Lowry, a carman who declares that he not only saw the light, but that he saw an air ship, and the men who were propelling it, and more than this, he heard the men talking. The description of the ship given by him is that the body was cigar-shaped and had a framework hanging below on which two men sat as they would on a bicycle. The lamp was suspended below the men and appeared to be inclosed in a globe. When he saw the affair it was not more than 100 feet from the earth, and he heard a voice say: "Throw her up higher or you will strike that steerle."

Lowry's story is borne out by Emil Wenzel, a barkeeper in the Sacramento Brewery, who also claims that he saw the ship and heard the voices, and Charles Boyles, a mechanic, and J.R. Vogel, a barkeeper, who also claim they saw the ship and heard the voices.

That a remarkable phenomenon appeared in the sky last night there can be no doubt, and although the general belief is that the airship story is a gigantic hoax, it is hard to account for the evident sincerity of those who claim they saw the machine and heard the voices.

1896 November 20 (Fri) The Call (San Francisco), p. 1. (card 1)

THAT PECULIAR NIGHT VISITANT / Many of Sacramento's Best Citizens Certain It Was an Airship. / Brilliancy of Its Light Caused Residents to Rush to Their Windows. / Many Theories Concerning the Strange Phenomenon, but the Mystery is Yet to Be Solved. /

SACRAMENTO, Cal., Nov. 19.--There have been as yet no new developments of a trustworthy character in this locality in regard to the mysterious aerial visitant which swept over this city on Tuesday evening with the exception that the number of persons who saw its brilliant searchlight are daily growing more numerous, or rather in light of what has been published have less fear of public censure and less hesitancy in making their identity known.

There are residents on the outskirts of the city who declare that they received notice of the passing of the airship by having their apartments illuminated by the brilliancy of its electrical light, and rushing to their windows under the impression that some neighboring residence was ablaze saw the brilliant light moving through the air overhead. In the meantime almost the sole subject of conversation is the mysterious visitant, and the leading greeting is: "Have you seen the airship?"

Those who failed to catch a glimpse of this brilliant light still persist in regarding it rather in the shape of a hoax, and numerous stories have been circulated of toy balloons, birds with Chinese lanterns attached and similar ridiculous explanations of this strange phenomenon, but those who were eye-witnesses--and their names are legion--are strenuous in their declarations that this can by no means be a myth, but was an aerial vessel of some description.

Among these eye-witnesses there were several who were practical electricians, and who claim that in their judgment this light was of an electrical character, and they also claim that to produce a light of this size and brilliancy it would require at least one horsepower, and that would mean a vessel capable of sustaining half a ton weight for the light alone, and the one thing most of the witnesses to the phenomenon are positive about is that the light was white, like that shed by an arc lamp.

Weather Observer, Barwick is at as much loss as anybody to account for the appearance in the sky. He says the color of a meteor would be affected by the density of the atmosphere through which it was darting, and on an evening like that of Tuesday, he believes, the light of such an aerial visitor would most likely be purplish, and in no event the extreme white of an arc lamp.

At all events there can be no possible room for doubt that something extremely mysterious passed over this city, and its passage was viewed by hundreds of Sacramento's best citizens. This no one denies, and yet there are hundreds who laugh the idea to scorn that the secret of aerial navigation has been solved, yet wait in fear and trembling lest some authentic news be received of the existence of a veritable airship, and they find that the laugh has been turned upon themselves. /

ONE BELIEVER IN OAKLAND. / John Grieser Says the Secret of Aerial Navigation is Solved.

OAKLAND, Cal., Nov. 19.--The account of the flying-machine which was seen over Sacramento Tuesday night has been read with great interest by one man, at least, in this city. John Grieser of 37 1/2 Twelfth street has hammered tacks into his shoes and studied the possibilities of making a flying-machine for many years. He has not rested at studying the problem, but has put much of his time during spare hours to the work of constructing something along the line of an aerial ship. It was only the fore part of August that he made a very successful trial of his machine. When seen by a Call representative he said:

"I was much interested in the article in to-day's Call and the picture that illustrates it. The man who designed that machine has the true idea of aerial navigation I believe. One must have a balloon of sufficient carrying or lifting capacity to support at least half of the weight to be carried and then means to navigate the air to do the balancing. I am a firm believer in the success of man to navigate the air and am ready to accept the news that some one has at last succeeded as told in the story from Sacramento."

"I have no doubt but that some one in the country has been at work on a machine and after getting one that would work had been out for a ride, when he got too low and was discovered."

"If I could have had an opportunity to get out and try my models I

should have had a successful machine before this time. When I did make an experiment out in the street at an early morning hour I managed to move myself about, but striking the wires broke my machine. It has not since been repaired.

"I first took to working on a machine three years ago from reading an article which quoted an English scientific gentleman who said it was a possibility to be solved. I have never had the assistance of any aid or of any money to develop my models, and, with the exception of a boy, I do not allow any one to see what work I have done. He went and made up a big story about what he was doing and told it to a reporter some time since."

1896 November 20 (Fri) San Francisco Chronicle, p. 13. (card 1)

MORE OF A HOAX THAN AN AIRSHIP. / THE SACRAMENTO ENIGMA. / PROFESSOR DAVIDSON A. STRONG SKEPTIC. / Some Think That a Clever Kite Flyer Was Having Fun. /

Are there up in the sky four jolly and intrepid human travelers, paying their respects to Mars, singing quartets to Venus, and saluting the planets generally within hailing distance, or are the people of Sacramento affected with the disease known in polite society as "illumination staggers?"

That is the question.

The flying machine, with its wonderful arc-light attachment, has not yet paid its respects to San Francisco. Its occupants have either decided, like some strolling actors, that this is a jay town, anyhow, and too materialistic to be regarded with a sight of anything so uncommon, or they have made up their minds to drop in at Yokohama or Sydney for a few hours before steering for this locality.

Those dispatches from Sacramento created intense interest here in the mystery, and it was the principal topic of conversation on the streets all day yesterday. No matter how important the subject under discussion, business men would glance furtively at the sky every few moments and try to make their friends believe that they were simply looking at the weather. But the black oval speck with outstretched wings and mysterious wheels that they expected to see failed to show up above the horizon.

The police, who, when their duties become monotonous in the late night watches, are generally supposed to gaze steadily skyward, saw nothing in the nature of a moving light or a quarter-speed meteor yesterday morning. Up at headquarters they smiled disdainfully at the story and characterized it as a "sweet little fake," but nevertheless, when the night squads went out at 5:30 p.m., every man had about made up his mind to do a little amateur astronomy in addition to his other duties. They were not the only people infected with the fever, either. A smart peddler, who keeps strictly up to date, paraded Market street all afternoon with a bundle of cheap telescopes and a sign, "Watch out for the great New York air ship." He was sold out before nightfall.

Professor George Davidson is righteously indignant. When these wild-eyed stories confine themselves to mundane affairs he doesn't mind, but when they invade the heavens and interfere with the order of the stars he considers the affair a personal insult. "What do I think about it?" he said yesterday. "I think it's the outcome of a sort of freemasonry of liars. Half a dozen fellows have got together, sent up a balloon with some sort of an electric light attachment, and imagination has done the rest. It is a pure fake. Why, if I were to get up on top of the Chronicle tower and sing 'Yankee Doodle' or the 'Marseillaise,' do you think anybody down on the street could hear me?"

"Just look at the story from that statement about the singing alone, its enough to explode it. Then again, these illusionists declare that the machine had propellers on the sides. It was finally decided about ten years ago by expert aeronauts that no side mechanism of that kind could possibly help an air ship, but would, if anything, retard its progress. I expect a couple of thousand fools will be craning their necks and wearying their eyeballs to-night, looking through every kind of telescope and binocular that they can lay their hands on. I can tell you one thing, though, I am not going to be one of ~~xxxx~~ them."

Weather observer Hanson thinks that the whole affair is a practical joke, played by some clever kite-flyer, who has attached a lantern with a powerful reflector to his kite, and dragged it over Sacramento. Hanson says that Maxim and Langley have long ago exploded the theory that anything but an aeroplane will fly, and he doesn't believe that an object such as has been described to be hovering over Sacramento could have any bare chance to keep itself above the ground than a ~~xxxx~~ coffin.

1896 November 21 (Sat) Sacramento Bee, p. 4)

HOW THE AIR-SHIP STORY WAS RECEIVED. /

The Sacramento "voices in the sky" are probably the delayed echoes of those who talked through their hats" during the campaign.--Stockton Independent. /

The Sacramento air-ship may have been an illusion, but all the ~~xx~~ same the air ship is coming.--San Francisco Call.

If the resident Sacramento can see an air ship on a quiet night, what sort of sights will the legislator see when he strikes the town? --San Francisco Call. /

Now that the season is over for the sea serpent, there comes the announcement of a mysterious air ship that has been floating over Sacramento. It is too early in the season for the appearance of this bogie. When the Legislature meets, there may be a great many people up there who will see double, and others may have a wonderful obliquity of vision. The sea serpent never appeared off the Atlantic coast when there was any dearth of whiskey. The air ship or jack-o'-lantern cannot be verified properly without a liberal use of stimulant.

20 The conditions may be more favorable for such a view in Sacramento than anywhere else. It is not a matter of surprise that this spirit in the air should have been announced. The wonder is that it should have been seen so early in the season.--Oakland Tribune.

All in all, it is about the thinnest fake yet set afloat. The usual citizens of Woodland know better. Here it is no mystery, or illusion, but well known to be either the second coming of the Messiah or the promised visit of the angel Gabriel or Elijah of old times, from his trip to the skies. No, gentlemen fakers of Sacramento, you may impose on the unsuspecting bay city people, but you can't fool the Woodland patriarchs.--Woodland Mail.

The Sacramento and San Francisco dailies are giving up their space to accounts of that aerial craft said to have passed over Sacramento a few nights ago. Maybe it was the "advance agent of prosperity," so much talked ~~about~~ of by Republican papers but invisible to all other eyes, they both seem to have been of a decidedly mystical nature.--Napa Journal. /

We have always been told that constant use of Sacramento spirits would produce almost anything to a vivid imagination. That they should seize several hundred people on the same night and in the same way to evolve an air ship calls for an investigation of the recent ~~at~~ ~~xxxx~~ methods.--Marysville Appeal.

1896 November 21 (Sat) The Call (San Francisco), p. 3.

THAT AIRSHIP AGAIN. / Sacramento People Once More See Mysterious Light Passing Over the City.

SACRAMENTO, Cal., Nov. 20.--Unless scores of residents in the eastern portion of the city have gone suddenly deaf the mysterious aerial visitant which passed over the city Tuesday night is still haunting the locality, and people here are becoming more and more convinced that it is an airship of some kind, which is making nightly trial trips through the surrounding heavens.

Men whose veracity cannot be doubted declare that the mysterious electrical light repassed the city far to the northward, going in a northeasterly direction, as though to the point from which it first came. This evening several persons declare that they plainly saw the mysterious lights moving through the air at a great distance from the earth, and they declare that from their movement they must have been attached to some aircraft. They at one time moved directly into the wind and again started off at a various tangents.

To-night's reports have as yet not been verified, but that the mysterious lights repassed the city, going northeast, on Wednesday night cannot be gainsaid, and the belief grows apace that some fortunate mortal has solved the mystery of aerial travel, has constructed his vessel in some quiet spot and is making a thorough test of its capacities before presenting it to the view of an incredulous public.

1896 November 22 (Sun.) The Call (San Francisco), p. 13. (card 1)

SAW THE MYSTIC FLYING LIGHT / Oaklanders Who Believe an Airship Hovered Over Them. / Say That They Saw a Dark Body Above the Glen. / It Was Headed for San Francisco and Seemed About to Come to Earth. /

Oakland Office San Francisco Call, / 908 Broadway, Nov. 21.

Some one must be operating an airship in this portion of the State twice within the past six weeks it has been seen by reliable residents of Oakland, and on each occasion it has presented the same appearance.

Six weeks ago a young lady was riding a wheel on Telegraph avenue when she saw a strange-looking object in the sky. It carried a powerful headlight, sufficiently strong to send out long bright rays into the darkness. It appeared to be going in a westerly direction and seemed to be gradually descending as it disappeared over St. Mary's College. She reported the affair to her brother, who is a motorman on the cemetery branch of the Piedmont road.

Last night a little after 5 o'clock, as a crowded car was going west toward Piedmont, the attention of the passengers was attracted to a peculiar-looking contrivance high up in the sky. The most peculiar feature of it was a powerful headlight and another light which seemed to be in the bottom of the machine and to shine directly on the earth. It came into view from the direction of East Oakland, passed over Piedmont, and according to the story of the passengers seemed to descend in such a manner as to indicate that it would land somewhere in San Francisco.

Many of the passengers took up their morning newspapers to-day expecting to see a full description of the peculiar object that they had seen so plainly, and were surprised and disappointed to find no report whatever of it.

They were so convinced that it must have landed across the bay that some of them telephoned to San Francisco last night and made inquiries regarding it. As nothing was known of it it is presumed that it must have changed course and landed somewhere else, for nothing can persuade those who saw it that it was not a genuine airship under full control.

All those who saw this strange object agree in its description and declare that it closely resembles the illustration that appeared in the Call last Thursday of the airship that scores of people witnessed as it passed over Sacramento last Wednesday night. Some of them distinctly saw the propelling arms and declare that they were in motion, but all are positive that the machine was brilliantly lighted, and that the lower light shed a large arc on the earth as it passed over, while the headlight could be seen for a great distance ~~xxxx~~ ahead of the machine.

One of the most mystified observers of the airship was Charles M. Ellis, the armorer of Companies A and F. Mr. Ellis is a middle-aged man and very deliberate in his manner of expression, and one not likely to be easily deceived. He declared this evening that he was as skeptical as a man could be when he first read about the Sacramento airship. He also declared that he had no alternative but to believe his own eyesight.

"I was going home to my dinner about half-past 5 last night," he said, "and was in the neighborhood of Twenty-fourth street and New Broadway, when I saw a strange-looking thing in the sky. It was coming from the eastward and at first I could see nothing but a bright light. When I first saw it the two lights appeared to be one and I thought it was a brilliant meteor. It was getting dusk, but the sky was clouded and just dark enough to permit any one to see plainly. The sky was sufficiently dark to make a background which would render any such object visible.

"As it came nearer I could see that there was some dark object along with the light. When it was nearly overhead I could clearly distinguish that it somewhat resembled a balloon traveling end on, with a bright light ahead, another one beneath it, and with that appeared to be wings both before and behind the light. It was at a great height above the earth, probably a thousand feet, but not so high as to make it impossible to distinguish what it was. I did not want to believe that it was an airship, for as I had regarded the previous report of one in the light of a joke. This time, however, I had no alternative. I had to believe what I saw.

"As soon as it passed over St. Mary's College, it appeared to descend gradually, but regularly, as though under perfect control, and it disappeared in the direction of San Francisco. Of course it was too dark and the machine was too far away to distinguish anything like people or to hear any sounds such as were heard in Sacramento. But there is no doubt in my mind that it was an airship supplied with electric lights and well manned."

Another witness to the visit of the airship is Selby Yost, a motor-man of the Piedmont road and a member of the Oakland Guard. He was a little behind time and was taking his car toward Piedmont, trying to recover the few minutes he was behind. As he passed Thirtieth street, a little boy stood in the road and cried, "Jee whiz, what's that?" The passengers heard it and immediately looked at the direction in the sky toward which the boy was pointing. They had no difficulty in seeing the airship.

"When I looked ahead," said Mr. Yost to-day, "I was mystified, and I may as well confess I was. I didn't like to admit to myself that I had suddenly gone crazy, but really for a moment I did wonder if my senses had deserted me. The passengers all reached out to look overhead, and those inside wanted to see what those outside were gazing at, so when they requested me to stop the car that they might all look I was practically forced to oblige them. They got out in the road and looked up at the airship, the most surprised crowd I ever saw in my life. There it was, sure enough, right overhead, and traveling on at a good rate, with its light blazing away, and the most uncanny-looking thing I ever saw.

"Airship or anything else, it was the most remarkable-looking object, and I am at a loss now to convince myself that I actually saw it. It was altogether a wonderful sight, and nobody could have ever made me believe that I would ever see such a thing. It was perfectly clear, and not only I but all the passengers saw it and watched it till it disappeared. I thought it must have landed across the bay, and I was somewhat surprised this morning to see that no mention was made of it in the papers. I would really like to have that thing found, so that I could satisfy myself as to how it worked, for a more interesting thing I have never seen."

Miss Hugstrom, who resides on Telegraph avenue, saw the same object about six weeks ago. The feature that impressed her most was the bright light which she distinctly saw. On returning home, she told her brother of what she had seen, but nothing more was thought of it until she read recently that a similar object had been seen in another part of the State.

Charles Hagstrom, the brother of the young lady who witnessed this queer object in the sky, is also in the employ of the Piedmont and Mountain View Railways.

"When my sister first told me what she had seen I treated it as a joke," he said this evening, "and placed little credence in her story, believing that she had seen nothing more mysterious than a falling star or meteor. When I heard the same thing had been seen elsewhere, last week, and heard again last night of what was seen in this part of town, I am now convinced that my sister saw the same thing. I have talked to several people to-day who witnessed the object last night, and they are all confident that it was nothing more nor less than a genuine airship!"

W.J. Rodda and his wife, who reside at a grocery store at 2042 Broadway, were also witnesses to the strange aerial visitor.

"When we first saw it," said Mrs. Rodda to-night, "we thought it was a balloon, and if it were not for the bright light I should still be inclined to think it was a peculiarly shaped balloon, but I never knew of a balloon to carry bright lights and travel at nighttime the way that did. I could not see any fans myself, but others say that they most undoubtedly saw the propellers which sent the thing along. As it passed over it angled downward, and if it kept on in the same direction it should have landed somewhere across the bay. I at once concluded that it was the same machine that had been seen in Sacramento. I believe that airships will be brought to perfection, and I wouldn't be the least bit surprised to hear that some one had already built a practical machine of that kind and was operating with it in this neighborhood."

Many of the passengers on Yost's car live out at Piedmont, and all are of the opinion that they saw a real airship.

An Oakland artist who crosses to San Francisco every day said this evening that the airship was seen from Golden Gate Park yesterday afternoon. "I was coming home last night," he said, "in company with a friend who had been out to Golden Gate Park. He told me that he and others had seen an airship during the evening and that it closely resembled the picture of the one published in The Call. He said that

they tried to explain it by all kinds of means, but they came to the conclusion that it was the same machine. It was dusk when they saw it and the remarkable brilliancy of the lights on it attracted their attention. I shouldn't have thought say more of it, but to-day in this city I heard several people discussing it."

It is the prevalent opinion that some one in Alameda or neighboring counties has solved the problem of flying in the air, and has been for some weeks putting his experiment to a practical test. / SAILED HIGH OVERHEAD. / Some Kind of Air Craft Seen by a Man Near Tulare.

TULARE, Cal., Nov. 21.--That airship is cavorting through the atmosphere that overhangs this vicinity. D.H. Risdon, who was working in an orchard near Tagus, four miles north of this place, sighted a mysterious object passing over at a considerable elevation yesterday afternoon.

A tramp was near at the time, and remarked that he never saw a balloon sail against the wind. But while the object overhead seemed to be sailing into the teeth of the wind, it may have found an opposite current in an upper stratum.

It was passing to the northwest and Risdon declares it was like an immense sheet spread out in the air. It soon passed out of sight. Risdon had not previously read or heard of the strange visitor said to have been seen at Sacramento, and as his reputation for veracity is excellent his story is generally believed.

PIC. The Mysterious Flying Light That Hovered Over St. Mary's College, Oakland, and Then Started for San Francisco. It Is Exactly Like That Described by Sacramentans, and Similar to the One Published a Few Days Ago in "The Call" From a Description Furnished by One Who Saw It.

1896 ~~XXXX~~ November 22 (Sun) San Francisco Chronicle, p. 16. (cont'd)

A LAWYER'S WORD FOR THAT AIRSHIP. / George D. Collins Says It Flies. IT HAILS FROM OROVILLE. / Safely Housed Now Near San Francisco. / The Attorney Says He Has Seen the Queer Craft and Promises an Exhibition.

The mystery of the airship which has been amusing the State and puzzling some worthy citizens of Sacramento has made a change of base, and now there are plenty of reputable people in and about San Francisco ready to make oath that they have seen the strange thing in the heavens, and that in appearance and motion it was identical with the ship of dazzling lights and buzzing machinery which menaced a church spire at the capital.

More than that, there is a San Francisco attorney, George D. Collins, who asserts that the airship exists, that the inventor is his client, that the strange craft sailed without mishap from Oroville to San Francisco, that it did pass over Sacramento on its way to the bay, and that within a few days this invention, which is the solution of one of the world's oldest and toughest problems, will be navigated in daylight, so that all San Francisco may see it, and that it will circle and rise and sink over the central part of the city.

And yet there are wicked skeptics who chuckle and make rude jests about an epidemic of humbug, and who poke all manner of fun at the good people who think they saw an airship in the sky.

Attorney Collins, who occupies offices on the second floor of the Crocker building, was seen about the matter at his home in Alameda last night. He said:

"It is perfectly true that there is at last a successful airship in existence, and that California will have the honor of bringing it before the world. I have known of the affair for some time and am acting as attorney for the inventor. He is a very wealthy man, who has been studying the subject of flying machines for fifteen years, and who came here seven years ago from the State of Maine in order to be able to perfect his ideas away from the eyes of other inventors. During the last five years he has spent at least \$100,000 on his work. He has not yet secured his patent, but his application is now in Washington. I cannot say much about the machine he has perfected, because he is my client, and besides he fears that the application will be stolen from the Patent Office if people come to know that his invention is practicable."

"I saw the machine one night last week at the inventor's invitation. It is made of metal, is about 150 feet long, and is built to carry fifteen persons. There was no motive power as far as I could see; certainly no steam."

"It is built on the aeroplane system and has two canvas wings eighteen feet wide and a rudder shaped like a bird's tail. The inventor climbed into the machine and after he had been moving some of the mechanism for a moment I saw the thing begin to ascend from the earth, very gently. The wings flapped slowly as it rose and then a little faster as it began to move against the wind. The machine was under perfect control all the time."

"When it got to a height of about ninety feet the inventor shouted to me that he was going to make a series of circles and then descend. He immediately did so, beginning by making a circle about 100 yards in diameter, and gradually narrowing in till the machine got within thirty feet of the ground. It then fell straight down, very gracefully and touched the earth as lightly as a falling leaf."

"The reports from Sacramento the other night were true. It was my client's airship that the people saw. It started from Oroville, in Butte county, that evening and flew sixty-five miles in a straight line directly over Sacramento. After running up and down once or twice over the capital my friend came right on a distance of another seventy miles and landed at a spot on this side of the bay, where the machine now lies, guarded by three men. The inventor found, during this trial trip, that his ship had a wave-like motion that made him seasick. It is this defect that he is now remedying."

"In another six days the trouble will be done away with, and it is then his intention to immediately give the people of SACRAMENTO SAN

Francisco a chance to see his machine. He will fly right over the city and cross Market street a dozen times. I cannot tell you where he is housing the ship or what his name is, as I am under a pledge of secrecy but it is a fact that the machine does its work perfectly, and will astound the world and revolutionize travel when it has been displayed before the public. The inventor can fly with it to New York to-morrow if he wants to.

"He has forsaken the ideas of Maxim and Langley entirely in building the machine, and has constructed it on an absolutely new theory."

The following dispatch from the Oakland office of the "Chronicle," received last night, would seem to indicate that the inventor has removed the defects spoken of by Mr. Collins and that, before giving his public exhibition in this city, he has still further tested the merits of his machine on the other side of the bay:

OAKLAND, November 21.--That Oakland had a visit last night from the mysterious airship seen at Sacramento, a score of reputable witnesses are prepared to swear. They do not pretend to describe it nor to account for its presence, but they are certain that the heavens had an unusual tenant last evening. A dozen passengers on a New Broadway car watched its flight from a point near St. Mary's College, and while the testimony they offer appears incredible there seems but little room for a mistake. According to their story the winged machine came from the north and seemed headed for San Francisco. The fact that it appeared to slow down and gradually descend strengthened that belief. Some of the fortunate witnesses seemed to think that possibly it was a toy balloon set off by boys, but that theory was disposed of almost at once by the presence of the monster light on the flying device.

Seiby Yost was the motorman of the car and he got fully five minutes' view of the mystery. "I don't know just what to think about this matter," he said to-day, "but I will say that I saw something in the sky. I do not run on the cemetery division of the line, but was there last evening. It must have been about 5:30 o'clock and we had a heavy load of passengers. We were late and were running to make up time. There was a boy riding on the outside of the car and he suddenly drew my attention to the heavens. There above us was some moving object with a very bright light attached. Some of the other passengers looked at it and finally near St. Mary's College I stopped the car for a few minutes to let them all get a look at it. I thought at first that it might be a small balloon sent up by some boys, but could not explain the presence of the light on that theory. The thing seemed to lower as it passed over the city and my impression was that it was moving toward San Francisco. It is all very mysterious and puzzling to me and seems almost too foolish to talk about, but we certainly saw some moving object high in the heavens and it seemed to be under control."

C.H. Ellis, armorer of Company A, was a passenger on the car on his way home to dinner, and he is able to describe the strange ship more accurately than Yost. "I have not the slightest doubt as to what I saw last evening," he said today. "I was very skeptical about this matter when I read about it in the papers, but am pretty well convinced now. I was a passenger on the car with Yost last night, and when my attention was drawn to the object in the air I looked at once. It was getting dark, but the light on the airship was very brilliant, and I thought that I could make out a movement of wings or propellers. It is hard to say how high it was, but it seemed to be miles in the air. It came from a northerly direction, and seemed to be going toward San Francisco. I immediately thought of the machine which passed over Sacramento, and came to the conclusion that the inventor had decided to come to San Francisco and tell his secret. I was surprised when I looked at the papers this morning and found nothing in them. I cannot give you any idea of the size of the machine it was so far away."

Mr. and Mrs. W.J. Rodda of Thirtieth street and New Broadway saw the mysterious aerial visitor also. Mr. Rodda is foreman of the Amador marble yard at the cemetery, and his wife looks after a grocery store which they own on New Broadway. Mrs. Rodda talked about the matter very freely to-day. "Of course we saw it," she said, when asked about the matter. "I was on the street with my husband and our attention was called to a light in the northern sky. At first we thought that it was a balloon, but later, when it got closer, we saw that it was not. It was larger and longer than a balloon, I am sure, for although it was too dark to make the thing out very well, I could see that much. We had read of the mysterious object seen in the air at Sacramento, and at once came to the conclusion that we were seeing the same thing. It passed right over us, and we got the best possible view of it. No, there can be no mistake about it."

Charles Hegstrom, a motorman on the Piedmont line, tells a strange story bearing on the same matter. He says that some weeks ago his sister came home from an evening bicycle ride with the statement that she had seen some mysterious thing with a bright light attached to it in the sky. She said that she was at the corner of Twenty-sixth street and Telegraph avenue and got a full, clear view of it. The members of the family were sure that the young lady must be mistaken, and the idea seemed so utterly ridiculous that it was hardly discussed. When they read the dispatches from Sacramento early this week they began to think that possibly the girl was not mistaken after all.

San Francisco, too, has been seeing funny things after dark.

On Friday night shortly after dusk the people of the Mission saw a mysterious light near Twin Peaks. A crowded Valencia street car was stopped at Sixteenth street to give the passengers a chance to view the aerial light. It is said to have appeared like an immense arc light, surrounded by a long, dark body, which showed a light edge. The light was very bright, say the witnesses, and was not a ray, such as comes from the searchlight at the Chutes. The light seemed to be

moving slowly over Twin Peaks and finally disappeared. It was reported that it was seen again in the same place last night. An unverified report came from the Mission that a huge bird-like machine had been seen high in the air to the southward about 4 P.M. yesterday.

Night Clerk McGovern of the California Hotel was one of fifty persons who saw a most peculiar light the night before the papers were published that contained the story of the airship at Sacramento. His attention was called to it by the firemen of engine 2, and he watched it three hours. It was first seen over the Mills building a long distance off and high in the air. It appeared to be three lights, or rather one long, narrow, white light with a red center. It was moving slowly to the southward.

The first that was heard of this airship business was on Tuesday night, when dispatches were received from Sacramento telling how something marvelous had been seen in the heavens by a number of citizens.

Those who said they saw the strange craft said it was a cigar or egg shaped affair and had at least four occupants. The searchlight carried by the alleged ship attracted great attention and caused the mystery to be more talked of than anything else in the Capital City on Wednesday and Thursday.

R.L. Lowry of Sacramento also said he saw the ship, which to him appeared as an oblong mass, propelled by fanlike wheels operated by four men, who worked as if on bicycles, giving the machine motion against the wind. E. Wenzel and J.H. Vogel said they saw the machine moving off toward this city and heard the voices singing. T.F. DeLeon and G.C. Snyder also declared that they saw the vessel, while E.M. Briggs, a motorman, stopped his car that the passengers might see the ship, which was so high up that they could only discern its shape dimly. Dozens of persons were found who said they saw and watched the light, which rose and fell and finally disappeared in the direction of this city.

Pic.--George D. Collins, the San Francisco Lawyer, who Says the Sacramento Airship Is No Hoax.

1895 November 23 (Mon) Evening Bee (Sacramento, p. 1. (card 1)

HAVE WE GOT 'EM AGAIN? / Not So Much of a Ha! Ha! After All, It Appears / ARE OR ARE PEOPLE GOING CRAZY? / The Air Ship Inventor Hovered for a While Over the Cliff House and Lighted up the Seals--San Francisco Gone Mad, Too! /

The mysterious light concerning which so much has been said appeared over this city again last night, and for over an hour was viewed by hundreds of people. The aerial visitor hovered in sight about 5:30 p.m. and moved in a southwesterly direction along the horizon. When first seen it was at an altitude of about 40 degrees, and seemed to move with a wavering motion. At times the light would almost disappear, only to flash out again with renewed brilliancy. The throngs which lined K Street commented upon the strange sight in various ways. Some declared that it was a balloon, others that it was a meteor and one man said that it was the planet Venus.

WAS NOT A METEOR.

Weather Observer Barwick, when the object was described to him, said that it could not have been a meteor, for the reason that it was in sight too long, nor could it have been an ordinary balloon, because the wind was south-southwest, and the object appeared to move against it. Mr. Barwick suggested that it might have been a ball of fire similar to those which were seen in the heavens for several days following the last great comet, only he cannot understand how it was that the light seemed to gain and lose in brilliancy.

SAW THE OUTLINE.

The most remarkable story told in connection with the strange appearance last night is that told by Edward Carragher, proprietor of the Saddle Rock Restaurant. Mr. Carragher, when shown the light, procured a pair of powerful field glasses, and declares that through them he saw some large body apparently supporting an arc lamp. The star was very indistinct, but he was positive that the light was attached to something of considerable bulk.

There were others who claimed they could dimly define something similar to that which was seen by means of the glass, but it is hard to understand how this could be, because the light was seemingly at a great distance from the earth.

IS NOT A HOAX.

After the affair had disappeared in the western horizon, a score or more of practical jokers started up K Street, stopping at every corner to peer into the sky and talk excitedly about an air ship. In this manner many people were misled and the impression got out among those who did not see the light that the whole thing was a hoax. Such, however, is not the case, as all who were on the streets of Sacramento between the hours of 5 and 6 o'clock last night can testify. Opinions may differ as to what the uncanny looking visitant was, but there can be no doubt that between the hours mentioned a most remarkable sight was witnessed by hundreds of people.

HAS SEEN THE SHIP.

The San Francisco Chronicle of yesterday contains an interview with George D. Collins, a San Francisco attorney whose office is in the Crocker building, in which Collins says:

"It is perfectly true that there is at least a successful air ship in existence, and that California will have the honor of bringing it before the world. I have known of the affair for some time and am acting attorney for the inventor. He is a very wealthy man, who has been studying the subject of flying machines for fifteen years, and who came here ten years ago from the State of Maine in order to be able to perfect his ideas away from the eyes of other inventors. During the last five years he has spent at least \$100,000 on his work, but has not yet secured his patent, but his application is now in Washington. I

cannot say much about the machine he perfected, because he is my client and besides he fears that the application will be stolen from the Patent Office if people come to know that his invention is practicable.

"I saw the machine one night last week at the inventor's invitation. It is made of metal, is about 150 feet long and is built to carry fifteen persons. There is no motive power as far as I could see; certainly no steam.

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"When it got to a height of about ninety feet the inventor shouted to me that he was going to make a series of circles and then descend. He immediately did so, beginning by making a circle about 100 yards in diameter and gradually narrowing in till the machine got within thirty feet of the ground. It then fell straight down, very gracefully, touching the earth as lightly as a falling leaf.

SAW THE CAPITOL.

"The reports from Sacramento the other night were true. It was my client's airship that the people saw. It started from Oroville, in Butte County, that evening, and flew sixty-five miles in a straight line directly over Sacramento. After running up and down once or twice over the Capitol my friend came right on, a distance of another seventy miles, and landed at a spot on this side of the Bay, where the machine now lies, guarded by three men. The inventor found during the trial trip that his ship had a wave-like motion that made him sea-sick. It is this defect that he is now remedying.

TO APPEAR AGAIN.

"In another six days the trouble will be done away with," continued Attorney Collins, "and it is then his invention to immediately give the people of San Francisco a chance to see his machine. He will fly right over the city and across Market street a dozen times. I cannot tell you where he is housing the ship or what his name is, as I am under a pledge of secrecy, but it is a fact that the machine does its work perfectly and will astound the world and revolutionize travel when it has been displayed before the public. The inventor can fly with it to New York to-morrow if he wants to.

"He has forsaken the ideas of Maxim and Langley entirely in building the machine, and has constructed it on an absolutely new theory." / **CONCEIVING THE AIRSHIP. / A Telegram Which May Have Some Bearing on the Subject.**

OROVILLE, Nov. 23.--The rumor that the airship which is alleged to have passed over Sacramento was constructed near this town, seems to have a grain of truth in it. The parties who could give information if they would, however, are extremely reticent. They give evasive answers, or assert they know absolutely nothing about it.

Not a single person that saw or knew of an airship being constructed near here can be found and yet there is a rumor that some man has experimenting with different kinds of gas and testing those that are lighter than air. The experiments were made some miles east of the town and no one is able to give any names of the parties, who are evidently strangers and seeking to avoid publicity. /

Our Citizens Are All Right. (From SF Report)

Many of Sacramento's best citizens are said to still believe they saw a real air ship Wednesday night and heard people in it talking. Never mind, Lady Somerset and Miss Willard are coming, and will of course visit Sacramento. /

What Kind Do You Mean? (From the Fresno Republican.)

Up in Sacramento some of the people claim to have seen a mysterious air ship coursing through the air against the wind. Spirits, boys, spirits! /

No, the Same Old Brand. / (From the Oroville Register.)

The Bee puts a dozen or more witnesses upon the reporter's stand to prove that an air ship passed directly over Sacramento this week. The reporter must have struck a new brand which is stronger than his ordinary drink. /

The Bee's Assurance Goes. / (From the Nevada Silver State.)

However, whatever it was, or whatever it pretends, it cannot be reasonably denied or doubted that the thing actually occurred as alleged by our frightened neighbors of Sacramento. For we have the assurance of The Bee that the whole population of the city was not drunk between 6 and 7 o'clock that evening. /

The Wicked Reporter Man. / (From the San Jose News.)

The story doubtless originated in the brain of some ingenious newspaper reporter in Sacramento, who has prepared the narrative with considerable care, going so far as to secure the co-operation of alleged witnesses, a comparatively easy matter, as there are many people who would "stand in" to support any improbable yarn of that kind considering it a huge joke. /

Oh, Now, You Stop! / (From the Woodland Democrat.)

A toy balloon was turned loose in Washington a night or two ago. It floated over Sacramento and the people were deluded with the idea that it was an air ship.

LIT UP THE SEALS. / The Airship Said to Have Done Some Hovering Over the Cliff House.

SAN FRANCISCO, Nov. 23.--The inventor of the mysterious airship which has been puzzling local scientists and others for the past week is believed to be one "Dr." E.H. Benjamin, an alleged dentist, who has occupied rooms in an Ellis Street kiosk lodging house for the past

two years, but so far he has successfully evaded all attempts to discover his identity. His attorney, Collins, when seen yesterday and pressed to tell further about the alleged invention and its machinery, said:

"This morning the inventor came to my office in the Crocker building, and told me that he had tested the merits of the ship in last night's storm with the greatest success. The wind currents were very contrary and the test was one that tried the merits of the machine in the most hardest possible manner, but it came out of the ordeal in good order, having breasted the storm as well as any bird.

"He started from the locality where the vessel is housed and flew over Alcatraz and out through the Golden Gate, skirting the Cliff House and returning by the same route across the bay. He hovered over the seal rocks for fully ten minutes and played his searchlight on the seals. His intention is to make another trip this evening, probably over the same ground, running on his return trip as far as Sacramento."

STICKS TO HIS STORY. / Attorney Collins Tells More About the Ship--Hunting the Inventor.

This morning's San Francisco Chronicle announces that Attorney Collins sticks to his story concerning the airship invention and its successful test. The Chronicle reporter remarked:

"Several people are wondering, Mr. Collins, how this inventor can house his 150-foot vessel in a barn in the vicinity of Berkeley without having the existence of such a large structure discovered."

"That is easily accounted for," Collins replied. "The barn is very long but it is tacked on to an old dismantled two-story dwelling. The partitions have been knocked out, making the place practically one long room."

Collins went on to say that none of the larger parts of the machine had been made in this State; they had been manufactured in various parts of the East and shipped to Oroville and Stockton, where they had been gradually put together. When pressed to give some clue to the inventor, he said:

"Well, I will tell you this much. The man lives on the south side of Ellis Street in the 600 block. He is six feet tall and 40 years old, has no occupation and is possessed of plenty of money. The place he lives in is a private house, where he has been for two years, making frequent trips during that time to various places to look after the construction of his airship. He keeps his own counsel and you won't be able to discover him. I can give you no closer information."

There are twenty lodging houses in that portion of Ellis street described by Collins. A complete search of all of them revealed the fact that only in only one was there a lodger answering to the attorney's description of the inventor. This is 633 Ellis Street, rented by E.H. Keiser. Keiser has for two years leased his front room to a "Dr. E.H. Benjamin." This gentleman is six feet in height, about 40 years of age, and as far as his mysterious habits are concerned, Keiser said last night: "We have had him in the house two years now and don't know any more about him than we did the day he came in. He goes away on trips every little while to Oroville, Sacramento, and Stockton, sometimes staying a few days, sometimes a month. He has plenty of means and fills in his time when at his room experimenting with various metals, principally aluminum and sheet copper.

"He is a dentist by profession, I think. I know he has friends, and one relative in Oroville, who are experimenting on some invention or other, but what it is I don't know. He has told me once or twice that attorney Collins does his law business for him, and I have often wondered what law business a dentist in a small way would be likely to have."

"Dr." Benjamin's name is not in the directory, nor in the list of dentists in the city. Nobody could be found last night who had ever heard of him practicing his profession. His room contains very little to show what his real business is. There are a few drawings and charts scattered around bearing trigonometrical figures, two very ancient teeth on a mantelshelf and a litter of aluminum and copper shavings all over the carpet.

According to Keiser's statements of his late movements, he was in Sacramento twice last week, has been out very late at night during the last month and has not been home more than a few hours in the last two days--a record that fits in seemingly with the stories of the airship's movements. Up to 2 o'clock this morning Benjamin had not returned to his room, and the flying machine was at latest reports being steered by its proprietor over localities several miles away from Ellis Street.

Shortly after 6 o'clock last evening people in the Mission thought they saw an airship. John Bazley, a mounted patrolman, was one of the first to discover a peculiar light up in the sky. He had just left the City Hall, and, like the greater part of San Franciscans, kept his eyes upon the Heavens. Almost above him he saw the light. He says that it was moving westward, at a height he could not well estimate. Its motion was not swift, but steady, and he says he watched it till the darkness swallowed it up.

The Call, in its account, under the head of Oakland correspondence asserts:

General W.H.H. Hart met Mr. Collins in San Francisco to-day and talked with him about the discovery. "I have no doubt," said the General, "that this affair is bona fide. I have seen the thing in the air myself, and believe the ideas of this Oroville inventor have proved to be practicable."

Mr. Tyler, Assistant Librarian of the San Francisco Law Library, was in company with his sister and Mrs. Philbrook on Friday evening and distinctly saw the airship a little later than it was seen in Oakland. This evidence fully bears out the statement of the passengers and motorman of the Piedmont car, who asserted that after it had passed over St. Mary's College it was headed for San Francisco. It was seen

ported to-night that a newspaper which has up to this time apparently been unaware that an air ship has been flying around the State was intending to credit the discovery to a young dentist at Oroville. Mr. Collins was asked about this and said that it was absolutely without foundation, that the inventor is not a dentist and is nearly 50 years old.

Nautical men who have paid particular attention to the various descriptions of eye-witnesses of this air ship declare that the inventor has carefully followed out the principle of flying exemplified by the albatross. The machine itself closely resembles a bird, and when all the facts connected with its construction are made known it will doubtless be learned that the Oroville man took a seabird for his model and drew from it his inspiration.

In another part of ~~the~~ its story, the Call says:

E.A. Larkin, of 305 Larkin Street, says he saw the airship at an early hour last night making its way toward Sacramento and soon fading away in the distance like a falling meteor.

Walter Malloy, Deputy Sheriff and Commissary at the County Jail, says the light of the airship was seen in San Francisco Tuesday evening. His statement is as follows:

"When I left the jail on Tuesday night I happened to look in the direction of Berkeley and I saw an unusual sight. It was a strong white light, seemingly moving. I thought at first it was a balloon with a lantern attached, but on a closer observation I thought I recognized a dark body immediately over the light, somewhat of a different shape from a balloon. The more I observed it the more puzzled I became as to what it was. Finally I dismissed it from my mind until next morning when reading the Call I saw that others had noticed the strange light. Now I am fully convinced that what I saw was the airship seen by others who were nearer to it than I was. Yet from my position on Kearney and Broadway I had a good view of it and I am ready to indorse what others have said regarding its appearance."

Max Roberts, an employe of the Western Union Telegraph Company, engaged in the capacity of a night watchman, says he saw the airship about 11:50 o'clock Wednesday night.

Knows Attorney Collins.

Judge-elect E.C. Hart said to-day that he is personally acquainted with Attorney Collins, who gave the story to the press of San Francisco concerning the air ship and its inventor. Collins was a candidate before the Republican State Convention a few years ago for Attorney-General. He is a graduate of the State University, is rated as a good lawyer, and, the Judge-elect says, has never developed extraordinary talent in the way of lying. /

THE BAY PAPERS. / The Way They Treat The Airship Sensation To-day.

The San Francisco papers to-day devote much space to the air ship story, and in the Call and Chronicle interviews are published with persons who assert that they saw in the sky what resembled an air ship.

The Call spreads over two pages with its account, embellished with a four-column drawing of the alleged ship. This is the confident way in which it heads up its story:

"A winged ship in the sky. It cleaves the air with pinions like a huge condor. All Sacramento sees the wonder. The inventor's lawyer describes the machine and says it is genuine. It was seen soaring near San Jose at midnight."

The Examiner is jocular, and has a series of pictures by Swinerton showing the effect of the air ship craze on the population. The headlines read: "A Queer things you see when----. A mysterious wanderer of the skies perplexes people. The sea serpent has drawn in his horns and his nose is out of joint. Now an air ship appears in the darkest heavens and causes consternation. Policemen ring for the wagon. Stories of people who saw mysterious bright lights moving among the clouds at night time."

The Chronicle publishes a three-column picture of "the apartment of the man who, Collins intimates, is the inventor," and heads the article: "Collins sticks to his airship story. He directs suspicion to Dr. F.H. Benjamin. The light is seen again. Thousands in Sacramento noticed a mysterious object in the sky."

The Chronicle in the course of its two-column story, says:

H.J. Pyle, the patrolman at the Geary-Street carhouse, had his attention drawn to a light about 6:30 o'clock. It was very dark at that time, as the moon had not yet risen, and he, with several others, watched it for some time. He described the light as being more powerful than the ordinary street electric light and is of the opinion that a strong reflector was behind it. He thought it moved out over Fulton street, and said that when it reached Eighth Avenue it moved in a southwesterly direction and was lost to view.

Pyle's story is substantiated by Policeman De Guire, M. Deury, foreman of Fire Engine Company 26; D. Ryan, a conductor; John Pullen, a gripman, and ten or twelve others. All say they saw it plainly and declare that they were not deceived. Gripman Fisher and Conductor Cooper, of the Geary-Street line, also saw something. "The machine was going against the wind at the time we spied it," said Fisher. "It would not be possible for it to have been a balloon."

NO PATENT ISSUED. / The Sacramento "Airship" Has a National Reputation. WASHINGTON, Nov. 23.--At the Patent Office to-day nothing could be learned of the application for a patent on the flying machine alleged to be making successful flights in the neighborhood of Sacramento.

The rules of the office forbid any disclosures of the names of applicants or the character of the inventions for which they seek protection.

Inquiry among patent attorneys known to control the Pacific Coast business failed to disclose any knowledge of the alleged success in aeronautics. Professor Langley of the Smithsonian Institution, who

has experimented scientifically for some time to demonstrate the best methods of solving the question of aerial navigation, excused himself from discussing the matter. His manner indicated plainly that he gave very little credence to the Sacramento reports.

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A WINGED SHIP IN THE SKY. / It Cleaves the Air With Pinions Like a Huge Condor. / ALL SACRAMENTO SEES THE NEW WONDER. / The Inventor's Lawyer Describes the Machine and Says It is Genuine. / IT WAS SEEN SOARING NEAR SAN JOSE AT MIDNIGHT. / "The Call's" Exclusive Account of the Greatest Invention of the Age is Now Corroborated by Thousands. /

For several days there have been persistent reports that a huge airship has been seen in the vicinity of Oakland, Sacramento and San Francisco. The Call has contained daily and exclusive accounts of the appearance, and now there is an avalanche of testimony to the effect that many persons of truthful reputations have seen something like a huge seraph in the air, spreading its electric pinions and soaring faster than a giant condor of the Andes. So numerous have been the reports that the possibility of aerial navigation is now the absorbing theme of the day.

There is now a vast amount of corroborative testimony to the effect that there is a practical airship afloat in the azure spaces hereabouts, and the meaning of this testimony has been made clear by the positive statement of Attorney George D. Collins of Alameda that he has a wealthy client who is the inventor of the great aerial ship, and that it will soon be known to the entire world.

The ship was seen in Sacramento last night, and the evidence is increasingly that the same great propeller recently passed through the heavens over Oakland and San Francisco.

The positive testimony of Collins that the airship is a reality has now been signally corroborated by the testimony of thousands of citizens of Sacramento who saw the great ship in the air last night. The following accounts from Oakland and Sacramento make the matter as clear as any ordinary human testimony ~~can~~ could do.

One of the most interesting of the corroborative stories comes from Thomas Jordan of San Rafael, who states that he found a machine-ship in a mountain fastness some months ago; that six men were working on an airship and that it would soon be completed.

In the first day's story of the airship, as printed in The Call, it was stated that an old hunter named Brown of Bolinas Ridge had seen an airship floating a few hundred feet above the pine trees one morning just as the fogs were lifting from the ridge. / COLLINS' EVIDENCE IN. / He Knows the Inventor of the Ship.

OAKLAND, Cal., Nov. 22.--Attorney Collins was the busiest man in Alameda County to-day. During the first part of the day all his efforts were directed to keeping away from the curious throng that wished to talk to him and interview him and try to induce him to describe and draw pictures of the Oroville millionaire's airship. Not until late in the evening could he be induced to go into the parlor of his home on Union street, Alameda, and tell what he knew of the invention that has startled not only this State, but the entire country.

"A few weeks ago," said Mr. Collins, "I came from Washington whither I had been on important business. On my arrival in this State I met a gentleman who introduced himself to me, and when I told him where I had been he immediately said he was very sorry that he had not returned prior to my departure, as he had some important business to transact at the Patent Office in Washington which he would not trust in the mail or by any other means than a trusted servant."

"I asked him what his business consisted of, but beyond telling me that he was an inventor, I got no further details from him at that time. He told me enough in an indirect manner to convince me that he was a man who had a secret that he evidently cherished dearly, but he enlightened me no further, and beyond exchanging cards, our acquaintance developed nothing more till later. A few days afterward he called on me at my office in San Francisco, but as he did not talk about business, I concluded that he had merely paid me a social call. I became greatly interested in that invention. I could not help noticing that there was a desire on his part to tell me more than I knew, and I could also see that he restrained himself from doing so. He called on me a second time, chatted about a few immaterial matters and departed, leaving me in wonder as to when he would confide anything further to me. Altogether, he made about half a dozen of these visits, and I concluded that he really did intend to talk business every time he came, but that his courage failed him as soon as he got in the office."

"Finally he got up courage enough to tell me he was not only an inventor but that he really had an invention. He asked me if he could place confidence in me. I replied, 'Do you mean as a friend or as an attorney?' He said, 'As both.' I told him that I could not recall any occasion in which I had violated a friend's or a client's confidence, and that I thought I was fully capable of attending to any business he might wish me to transact for him. He said that if his secret were made public prematurely it would mean the loss to him of an immense fortune. He further assured me that it was an invention that anybody would willingly steal if they had the opportunity. I talked to him for a little while and succeeded in assuring him that if such were the case I, as an attorney, would be just as anxious to protect his interest as he would be himself."

"I am telling you the details of my first meeting with this inventor because they carry with them a good idea of the nature of the man and also are evidence of his sincerity and belief in the practicability of his invention."

"He is a resident of Oroville and a man of wealth, about 47 years of age, and a fine looking fellow. He does not talk for five minutes without convincing his hearer that he is a man of more than ordinary

intelligence. The first time he talked to me of his invention he got as far as the word airship; then I laughed, and laughed heartily.

"What kind of whisky have you been drinking?" I asked him.

This made him indignant, and had I laughed any longer he certainly would have got very angry and I should have most probably have lost a client.

"I have not been drinking, sir," he said, "and when I do it is not whisky."

"Even that answer did not assure me, and again I said, 'Have any members of your family ever been in the lunatic asylum?'"

"He did not appreciate this any more than my other remark, and drawing himself to his full height and stamping one foot on the floor, he replied, 'No, sir, I am a man of business. I have come here on a business errand, and had I not met you previously and been convinced that I could trust you I think our acquaintance would end right here. However, I can excuse your surprise, for everybody believes that an inventor must naturally be crazy until he has proved that his invention is practicable. Then, I suppose, people call him a genius. I have got over the crazy stage, but I do not yet claim to be a genius; but I certainly am practical.'"

"He then proceeded to tell me of his invention. He has been working for several years, and in order to avoid suspicion on the part of local people he has had all the machinery and material shipped from the East in such manner as not to excite curiosity.

"Of course I am informed regarding nearly all the details, but I am not at liberty to talk about them. As near as I can recollect the propelling power is produced by compressed air, which works the arms and also produces the light. There is in the airship a little motor of sufficient power to produce the brilliant light that everybody has seen. As soon as he told me this I hinted that it would be a good thing to make the matter public, but he refused, saying that publicity would call attention to his work, would interfere with the progress of his caveat, and might prove the ruin of his enterprise. Now he is not so particular. He has informed me that it is sufficiently advanced for him to patent, and that he can take out successive patents for any other contrivance he may invent in order to make his machine perfect.

"The next time we met was quite recently and after the machine had been seen in various parts of the state. He told me that those fellows were right who talked to The Call reporter at Sacramento and were telling the truth. On the night that it was seen there he left Oroville in the afternoon, made a straight trip to Sacramento, which is about sixty miles, took a few turns over the Capitol, vent off about fifty miles and descended. On that occasion he made sixty miles in forty-five minutes, but I understand that there is practically no limit to the speed which can be attained, provided the necessary machinery is made. I mean by this that the principle of the airship would almost admit of lightening speed, but that conditions that have to be met of course limit its power of resistance.

"I believe, however that in a very short time it will be able to make three miles in two minutes, and the inventor tells me that more is possible.

"The machine did pass over Oakland last Friday night. The inventor came from Oroville and descended near Hayward. I do not know where the machine is now, but I think all day yesterday it remained where it descended. The inventor is making trips every night and has been doing so for over two weeks, and any night the people look in the sky they are likely to see him. A week ago he told me that it was nearly perfect, with the exception of a little wavy motion, which produced the sensation very closely allied to seasickness. This he was confident of preventing, and apparently from what is reported he has made the necessary adjustment to insure smooth flying.

"From every quarter I have received reports during the past few days of the machine, and although there are many who may still be skeptical regarding what is claimed for it, I thoroughly believe that it is now perfect."

R.B. Mitchell of the firm of Pierson & Mitchell, San Francisco, called on Mr. Collins this evening to discuss the merits of the new invention. Mr. Mitchell had had the idea when he called that Mr. Collins had the inventor hidden in his house for the purpose of keeping him from the public. Mr. Collins, however, denied this and said that he could not really give any information of the inventor's whereabouts.

"I have no doubt," said Mr. Collins, "that if the night is at all pleasant the inventor is in his machine about half a mile over the earth startling some of the inhabitants of this State. To-morrow morning's papers may possibly inform you where he was at this time. I believe he has gone home, and if he has he certainly flew there."

Then Mr. Mitchell became very definite. /p.2/ He said: "Mr. Collins, I have known you for a long time to be a reputable man, and one who has a character to sustain. Now, on your honor as a professional man, do you profess to believe all that you have said and to put confidence in the scheme of this inventor?"

"From what I have seen of the man and his invention," said Mr. Collins, "I have no alternative but to believe implicitly all I have heard."

General W.H.H. Hart met Mr. Collins in San Francisco to-day and talked with him about the discovery. "I have no doubt," said the general, "that this affair is bona fide. I have seen the thing in the air myself, and believe the ideas of this Oroville inventor have proved to be practicable."

Mr. Tyler, assistant librarian of the San Francisco Law Library, was in company with his sister and Mrs. Philbrook on Friday evening and distinctly saw the airship a little later than it was seen in Oakland. This evidence fully bears out the statement of the passengers and motor man of the Piedmont car, who asserted that after it had passed over St.

25 Mary's College it was headed for San Francisco. It was reported to-night that a newspaper which has up to this time apparently been unaware that an airship has been flying around the State was intending to credit the discovery to a young dentist at Oroville. Mr. Collins was asked about this and said that it was absolutely without foundation, that the inventor is not a dentist and is nearly 50 years of age.

Nautical men who have paid particular attention to the various descriptions of eye-witnesses of this airship declare that the inventor has carefully followed out the principle of flying exemplified by the albatross. The machine itself closely resembles a bird, and when all the facts connected with its construction are made known it will doubtless be learned that the Oroville man took a seabird for his model and drew from it his inspiration. /

SACRAMENTANS STARTLED / Thousands View the Great Airship With Wonder.

SACRAMENTO, Cal., Nov. 22.--The entire city is in a fever of excitement, and all that can be heard on every side is airship, airship, airship. The mysterious aerial traveler paid this city another visit this evening, and this time it passed directly over the downtown portion of the city and exhibited to wondering thousands of the citizens its magnificent searchlight.

There could be no possible mistake, for there in plain view of all moving slowly along with a slight wavering motion, was a large electric light, fully twice the candle-power of an ordinary arc light. The light was at an enormous height and still plainly visible, as the heavens were entirely obscured by a mass of dark clouds, which every moment threatened to burst into a drenching rain, and in consequence the mysterious light was thrown into intense relief against their dark background. The light first made its appearance over the lower portion of the city, and was moving slowly into the wind in a southwesterly direction. One of the first to see it was Isaac Gough on Second and K streets. As soon as he became fully satisfied that it was the much-talked-of aerial visitant he gave notice to all in the surrounding stores and hotels, and within a few minutes the streets were black with masses of excited people, all gazing heavenward.

As the news spread the housetops became black with people, and frantic men rushed wildly into telephonic communication with their homes in order to inform their wives and families that high up in the heavens human beings were gayly sailing through the air toward San Francisco. The streetcars were an important factor also in spreading the information as the motormen shouted the news to the bystanders as their cars rapidly threaded their way through the crowded thoroughfares, and it needed but a wave of the hand skyward to draw the attention of all to the heavens.

Jacob Zemansky, the well-known downtown cigar man, obtained a powerful telescope and watched the light until it faded into nothingness in the distance. In speaking of it he said: "It simply passes my understanding. If that was not an electric arc light of intense power then I never saw one. Looking at it with the naked eye it seemed to move in a straight line, but seen through the glass it rose and fell like a boat on a gently swelling tide. I could not distinguish any positive shape, only a dark mass of mistlike substance to which the light seemed to be attached."

Mr. Carragher of the Saddlerock Restaurant also gives a similar description of the light and its movements, and states that in his opinion it was attached to an air-vessel of some description, and after being in plain sight for over twenty minutes it faded away in the distance.

Of the thousands who viewed the mysterious visitant this evening, the vast majority had been among the ranks of the most pronounced skeptics ever since the first publication of the subject in Tuesday's Call for the reason that they are living in the lower part of the city and had failed to catch a glimpse of the light on its previous appearance, and in consequence its reappearance descended upon them like a clap of thunder out of a clear sky. For over a week they had laughed and jeered and treated the subject with scorn and derision, but here before their very eyes was the self-same vision which had greeted their friends and neighbors in the eastern portion of the city, and they were foreed by the evidence of their own eyes to abandon their unbelief.

As soon as it became fully evident to all that the light was no meteor or star, a thousand stories were related of what people had heard and seen on its previous visitation.

Mr. Johnson, foreman of the Haggin ranch, in company with another gentleman, was driving across the bare plains adjacent to the city last Tuesday night when they plainly heard a merry chorus of human voices. The thing was uncanny and unreal. They were entirely alone, on all sides stretched bare fields without a bush or fence, no human being was visible, nor was there a possibility of any secretion, and yet the merry chorus rang out distinct, but faint. They stopped their team and listened and looked, saw the clear bright light high over their heads, but did not dream that but a short distance above them human beings were floating along on the night wind and fearing the ridicule of their acquaintances, held their peace.

Another story which has come to light is that an employe of the paint shop of the Southern Pacific Railroad Company has received a letter from one of the inmates of the aerial ship, who was an old acquaintance. This letter, postmarked Oakland, stated that the writer had made one of the crew of an airship which made a most successful voyage last Tuesday night, and had arrived in the vicinity of Oakland about 12 o'clock. He stated that the ship had worked beautifully with the exception that the motion was very disagreeable.

He also stated that after making alterations and receiving patent rights the vessel would be placed on exhibition, and that this would occur before the first of the coming month. It is claimed that the painter's shopmates laughed the letter to scorn, and that he was so thoroughly convinced that his friend was not misleading him that he

vagued I20 that what his friend had written would come to pass. This story was related by several, but is not authenticated, as they would not betray the writer's name without his permission.

Colvin Brown, local representative of the Chronicle, was an eye witness of the mysterious light this evening. He has been a skeptic of the most pronounced type and was loth to believe the evidence of his own eyes. Center of a group of the corner of Seventh and K streets, he produced an almanac to endeavor to prove that the planet Venus had left her orbit and was coquetting with Sacramento. As his explanation was not received with favor he started off in search of Sergeant Barwick of weather fame to endeavor to prove ~~xxxx~~ the mysterious light to be a meteor on the warpath.

Of all the onlookers this evening the employes of the streetcar system are the most jubilant. They have been held up to defision for over a week; their lives made miserable by Jocular inquiries as to the nature of the stimulants they mostly imbibe and various inquiries as to when they intended to take a trip, etc.

"I am heartily delighted that the entire city has seen this mysterious light to-night," said one of the motormen. "Now this eternal joshing will cease. My life has been a misery for the past week, but now all can see for themselves that we were not stretching the long bow. It is particularly aggravating, when one plainly sees a phenomenal occurrence and relates it, that he is treated as a gigantic liar."

Assistant Superintendent Ross of the streetcar system is also jubilant. "I was ~~xxxxxx~~ simply positive," said he, "that this light was of an electrical nature. I have made a close study of this mysterious agent for years. I saw this moving light for upward of thirty minutes Tuesday night and was positive that it was electrical. Also I noticed its x swaying and rising and falling movement and was convinced in my own mind that it was attached to a vehicle of some nature. At first I thought it might be in a balloon, but knowing that machinery requisite to produce a light of that volume and intensely would weigh upward of a ton, I concluded that it might possibly be that some one had solved the problem of aerial navigation, and this belief was strengthened by observing that the light was moving south against the wind. I am now almost convinced that the great problem has been solved and that within a short time the air will be peopled with ships."

This seems to be the public belief in this city to-night among all who have witnessed the reappearance of this mysterious light and never has there been witnessed such an overwhelming and sudden change in public opinion as its reappearance has caused. In the corridors of the hotels groups of excited people clustered discussing all the possibilities of this wonderful discovery. In the saloons healths are being drunk to the successful discoverer, and on all sides universal belief has taken the place of skepticism. Since the reappearance of this mysterious light this evening there has been a general search made for copies of Wednesday's Call which gave an exclusive account of the first appearance of the aerial visitant and a copy cannot be purchased for love or money. Those possessing them brought them out to read to their friends but refused to part with them. /

OTHERS WHO SAW IT. / Stories That Corroborate the Fact of the Invention. The following letter from San Rafael explains a phase of the story that has not yet come to light:

SAN RAFAEL, Nov. 22, 1896

Editor Call: The mysterious light mentioned in your valuable paper this morning as seen by several citizens in different parts of the State, and which seems to mystify yourself as well as your readers, is nothing more than an airship, and of this fact I am perfectly cognizant. I think now that I am released of my obligation of secrecy, which I ~~xxx~~ have kept for nearly three months, as the experiment in aerial navigation is a fixed fact and the public or ~~xx~~ a few of the public at least have seen its workings in the air.

In the latter part of last August I was hunting in the Tamalpais range of mountains, between the high peak and Bolinas Bay. I wounded a deer, and in chasing it I ran onto a circular brushpile about ten feet in height in a part of the mountain seldom visited even by hunters. I was somewhat astonished, and my curiosity prompted me to approach it, when I encountered a man who sang out: "What are you doing here and what do you want?" I replied that "I had wounded a deer and was chasing it." He said "that they had been camping ~~xxx~~ here for a month or so and had not seen a deer, but if you think your deer is in the neighborhood I will assist you in finding it as we need a little meat in camp." This man went with me and in less than 500 yards found my deer. We carried it into the brush corral. And what a sight--a perfect machine shop and an almost completed ship. I was sworn to secrecy and have kept it till this moment. Six men were at work on the "aerial ship." It is this ship that a few people have seen at night on its ~~xxxx~~ trial trip. It returns to its home before daylight and will continue to do so until perfected. Yours, William Jordan.

E.A. Larkin of 305 Larkin street says he saw the airship at an ~~xxxx~~ early hour last night making its way toward Sacramento and soon fading away in the distance like a falling meteor.

Walter Malloy, deputy sheriff and commissary at the County Jail, ~~xxxxx~~ says the light of the airship was seen in San Francisco Tuesday evening. His statement is as follows:

"When I left the jail on Tuesday night I happened to look in the direction of Berkeley and I saw an unusual sight. It was a strong white light, seemingly moving. I thought at first it was a balloon with a lantern attached, but on a closer observation I thought I recognized a dark body immediately over the light, somewhat of a different shape from a balloon. The more I observed it the more puzzled I became as to what it was. Finally I dismissed it from my mind until next morning, when reading The Call I saw that others had noticed the strange light. Now I am fully convinced that what I saw was the airship seen

25 by others who were nearer to it than I was. Yet from my position on Kearny and Broadway I had a good view of it and I am ready to indorse what others have said regarding its appearance."

Max Roberts, an employe of the Western Union Telegraph Company, engaged in the capacity of a night watchman, says he saw the airship about 11:50 o'clock Wednesday night. / AN EXPERT'S OPINION. / Lieutenant George N. Chase, U.S.A., Talks of the Wonderful Discovery.

Lieutenant George N. Chase, U.S.A., the inventor of an "aerodromic system of transportation," was seen yesterday on the subject at his residence in Oakland. Mr. Chase has spent many years in investigating the subject of aerial navigation, and is thoroughly conversant with the practical and theoretical difficulties in its way. He has written a pamphlet setting forth his ideas, and outlining a sort of compromise between aerial navigation and the present system of transportation, which many engineers have accepted as in the highest sense practical.

He said yesterday: "I have read some of the accounts of the alleged 'airship.' One in a morning paper yesterday was rather confusing. The attorney for the inventor in his statement says that it is 150 feet long, and that the inventor 'moved some of the mechanism,' and thereafter he saw it rise, the wings flapping to a height of about 90 feet, making a series of circles, and descend, etc. He says also: 'There was no motive power, so far as I could see.' For a patent attorney who made the application for the patent and drew up the specifications this is a remarkable statement. He says that his client has 'forsaken the ideas of Maxim and Langley,' and yet states that 'it is built on the aeroplane system,' the only system ever advocated by either--a system which I shewed in my monograph published in St. Louis in 1894 was the only possible one. As I said then:

Experiment has demonstrated ~~xxxx~~ the fact that it is possible to construct a vehicle possessing the ability to arise in the air, carrying a considerable load, and capable of being propelled. The obstacles that have so far baffled man's ingenuity are his ability to control the machine even under the most favorable circumstances and his failure to provide energy enough to propel it to any considerable distance. This latter difficulty cannot be overcome by any known method of storing up potential energy in a structure which is designed to sever all connection with terra firma and in which levity becomes of primal importance. ** Flight is not a function of levity but of weight and power. Man if he ever fly must closely imitate the flight of birds. The fledgeling, after one or two abortive attempts, adjusts its motions successfully and naturally to the accomplishment of perfect flight. The rate of vibration of its wings and the inclination of their surfaces to the varying direction of the wind to the line of flight are instinctively changed with the rapidity of lightening. Given a machine which is capable of performing all the essential functions of a bird in flight it is extremely doubtful if the coolest human intellect could ever be trained to control it safely under all the conditions and circumstances which it must inevitably encounter.

"While I said," continued Mr. Chase, "that the conditions seem too many, or, rather the unknown quantities are at present too few, for a satisfactory solution of this problem pure and simple, still it must be conceded that considerable progress has been made since that was written toward the scientific solution of this great problem by Professor Langley, Maxim in England, Chanute in Chicago and Herr Lilienthal. I must say, however, that if it has quietly been solved upon a commercial basis in one of our back counties it is very surprising, and the secret has been remarkably well kept.

"One thing is certain--he is a rash man who in these days asserts the impossibility of anything in engineering." / PASSED OVER SAN JOSE. / The Air Craft Said to Have Been Seen Sailing Toward Mount Hamilton.

SAN JOSE, Cal., Nov. 22.--Frank Everett, a young man residing in this city, claims to have seen the mysterious airship seen by the residents of Sacramento and elsewhere pass over the eastern portion of this city about 11 o'clock to-night.

Everett said he was standing on Santa Clara street, near East San Jose, when he distinctly saw the airship high up in the heavens. He claims that several persons who were in that vicinity also saw the ship, and that others whose attention was called to it saw the flash-light of the craft rapidly disappear. The ship was said to be going in a southeasterly direction, toward Mount Hamilton.

H. Erlich drove up while the crowd was standing gazing skyward and saw the light disappearing. To him some of the people said they distinctly saw the ship. Neither he nor Everett knew the names of any persons in the crowd, most of whom were in carriages. / Experimenters Near Oroville.

OROVILLE, Cal., Nov. 22.--There seems to be some foundation that the airship which recently passed over Sacramento was built in this neighborhood, but no information can be obtained as to who the builder could be. Rumor has it that two parties were recently experimenting with new and light gas which they expected would outdo anything yet introduced for balloon purposes. It is also asserted by others that three or four comparatively unknown parties of wealth have been for several weeks experimenting with various gases and feel confident of solving aerial navigation.

Pic., p. 1: The Great Airship That Is Startling the People of Many Cities. Drawn from Descriptions of the Inventor's Attorney, George D. Collins.

p. 2: Attorney George D. Collins, Who Knows the Inventor of the Great Airship.

COLLINS STICKS TO HIS AIRSHIP STORY. / He Directs Suspicion to Dr. E.H. Benjamin. / THE LIGHT IS SEEN AGAIN. / MISSION PEOPLE CLAIM TO HAVE WATCHED IT. / Thousands in Sacramento Noticed a Mysterious Object in the Sky. /

The mysterious light, supposed to be on an airship, that has for some days been flitting round the bay counties, seems to have at last paid its respects to San Francisco, though in a shy and demure manner and without any attempt to get into a very close acquaintance with the city.

Dozens of people in the Mission claim to have seen the peculiar arc light last night, and they say it did not have a pink tail, blue hair or anything of that sort. To cap this assertion, Attorney Collins again came to the front with a statement about its movements, which information he says was given to him personally yesterday morning by the inventor.

Collins when seen yesterday and pressed to tell anything further about the alleged inventor and his alleged machine said: "This morning the inventor came to my office, in the Crocker building, and told me that he had tested the merits of the ship in last night's storm with the greatest success. The wind currents were very contrary, and the test was one that tried the merits of the machine in the hardest possible manner, but it came out of the ordeal in good order, having breast-ed the storm as well as any bird.

"He started from the locality where the vessel is housed and flew over Alcatraz and out through the Golden Gate, skirting the Cliff House and returning by the same route across the bay. He hovered over the seal rocks for fully ten minutes and played his searchlight on the seals themselves. His intention is to make another trip this evening, probably over the same ground, running on his return trip as far as Sacramento."

"Several people are wondering, Mr. Collins, how this inventor can house his 150-foot vessel in a barn in the vicinity of Berkeley without having the existence of such a large structure discovered."

"That is easily accounted for," Collins replied. "The barn is not very long, but it is tacked on to an old dismantled two-story dwelling. The partitions have been knocked out, making the place practically one long room."

Collins went on to say that none of the larger parts of the machine had been made in this state; they had been manufactured in various parts of the East and shipped to Oroville and Stockton, where they had been gradually put together. When pressed to give some clue to the identity of the inventor he said:

"Well, I will tell you this much. The man lives on the south side of Ellis street in the 600 block. He is six feet tall and 40 years old, has no occupation and is possessed of plenty of money. The place he lives in is a private house, where he has been for two years, making frequent trips during that time to various places to look after the construction of his airship. He keeps his own counsel and you won't be able to discover him. I can give you no closer information."

There are twenty lodging-houses in the portion of Ellis street described by Collins. A complete search of all of them revealed the fact that in only one was there a lodger answering to the attorney's description of the inventor. This is 633 Ellis, rented by E.H. Keiser. Keiser has for two years leased his front room to a "Dr. E.H. Benjamin." This gentleman is six feet in height, about 40 years of age, and as far as his mysterious habits are concerned Keiser said last night: "We have had him in the house for two years and don't know any more about him now than on the day he came in. He goes away every little while on trips to Oroville, Sacramento and Stockton, sometimes staying a few days, sometimes a month. He has plenty of means and fills in his time when at his room experimenting with various metals, principally aluminum and sheet copper.

"He is a dentist by profession, I think. I know he has friends and one relative in Oroville who are experimenting on some invention or other, but what it is I don't know. He has told me once or twice that Attorney Collins does his law business for him, and I have often wondered what law business a dentist in a small way would be likely to have."

"Dr. Benjamin's name is not in the directory, nor in the list of dentists in the city. Nobody could be found last night who had ever heard of him practicing his profession. His room contains very little to show what his real business is. There are a few drawings and charts scattered around bearing trigonometrical figures, two very ancient teeth on the mantelshelf and a litter of aluminum and copper shavings all over the carpet.

According to Keiser's statements of his late movements, he was in Sacramento twice last week, has been out very late at night during the last month and has not been home more than a few hours in the last two days—a record that fits in seemingly with the stories of the airship's movements. Up to 2 o'clock this morning Benjamin had not returned to his room, and the flying machine was at latest reports being steered by its proprietor over localities several miles away from Ellis street.

Shortly after 6 o'clock last evening people in the Mission thought they saw an airship. John Bagely, a mounted patrolman, was one of the first to distinguish a peculiar light up in the sky. He had just left the City Hall, and, like the greater part of San Franciscans, kept his eyes upon the heavens. Almost above him he saw the light. He says that it was moving westward, at a height he could not well estimate. Its motion was not swift, but steady, and he says he watched it till the darkness swallowed it up.

At about the same time Gus Riechers, a gripman on a Geary-street car, believes he spotted the machine, or the light upon it. He says he kept it in sight for about half an hour during his trip to the terminus

of the road. Several passengers on the dunny also saw some mysterious light and watched it as it glided along through the darkness.

H.J. Pyle, the patrolman at the Geary-street carhouse, had his attention drawn to a light about (6):30 o'clock. It was very dark at that time, as the moon had not yet risen, and he, with several others, watched it for some time. He described the light as being more powerful than the ordinary street electric light and is of the opinion that a strong reflector was behind it. He thought it moved out over Fulton street, and said that when it reached Eleventh avenue it moved in a southwesterly direction and was lost to view.

Pyle's story is substantiated by Policeman De Guire, M. Brury, foreman of Fire Engine Company 26; D. Ryan, a conductor; John Fullilove, a gripman, and ten or twelve others. All say they saw it plainly and declare that they were not deceived. Gripman Fisher and Conductor Cooper of the Geary-street line also saw something. "The machine was going against the wind at the time we spied it," said Fisher. "It would not be possible for it to have been a balloon."

Collins' statement concerning the intentions of the inventor with regard to the route of his trip last night is seemingly substantiated in part by the following dispatch received by the "Chronicle" from Sacramento.

SACRAMENTO, November 22.—The peculiar light which excited the people of this city a few nights ago appeared again to-night, and this time it was witnessed by thousands of people. During its passage across the southern part of the city, which occupied nearly an hour, K street was filled with people who watched it until it disappeared from view.

The light was first seen by those in the neighborhood of Third and K streets at 5:30 p.m. It was then south of the city about 40 degrees above the horizon, and from there on it seemed to travel downward toward the southwest until it disappeared from view about 10 degrees above the horizon line. The wind at the time was south-southwest, and the light seemed to be traveling almost against it.

Its appearance was that of an arc lamp and its light was a clear white. Occasionally it would die out in luster, at which time it was surrounded with a hazy halo, but would almost immediately regain its brilliancy. As it traveled through the sky it seemed to have a waving motion.

Weather Observer Barwick, in an interview to-night, said that the object could not have been a meteor, for the reason that it traveled too slowly, but suggested that it might have been a ball of fire similar to those seen following the last big comet and which were very erratic in their course. He says that the only thing against this theory is that the light varied in its brilliancy. Everyone here is talking of the affair and hundreds believe that it was a light from an aerial ship.

Nick White, city editor of the Record-Union, who got a good view of it, expresses the belief that it was the light from a flying machine and declares that he at one time saw several smaller lights in addition to the larger light. When the direction changed, but one of the light was visible.

Ed Carragher, proprietor of the Saddle Rock Restaurant, took a look through a field glass and declared that the light was attached to some larger object, whose shape was not distinctly defined in the darkness.

From Oroville, the locality where Attorney Collins says most of the ship was put together, comes the following dispatch:

OROVILLE, November 22.—The report that the supposed airship, which passed over Sacramento, started from a point near Oroville and was built near here, seems to have some foundation, but it is impossible to learn the truth. It is asserted that parties residing about three miles east of the town and in a thickly wooded section, not traversed by roads have been experimenting with different gases for some time past. One man, who is an expert chemist here, was heard to let slip a word or two about parties who were experimenting with a new and very light gas which would supersede the one now in use for balloons. It is impossible, however, to get more than rumors, mere whispers, and it is impossible to say whether they are pure fabrications.

It is asserted by more than one person that comparatively unknown parties with abundant means have for some weeks past been experimenting with different gases and that they were sanguine of having solved the problem of aerial navigation. The form of the airship they are supposed to have constructed is a matter of uncertainty. No one can say how the vessel is regulated or what means are used to govern its speed. It is rumored that such a vessel has been constructed near here by Eastern people, who desired to escape prying eyes and sought seclusion. It is evident that more than one man was engaged in the project, but it is impossible to learn any of the names or give any details about the vessel itself.

QUEER THINGS YOU SEE WHEN— / A Mysterious Wanderer of the Skies Perplexes People. / The Sea Serpent Has Drawn in His Horns and His Nose Is Out of Joint. / Now an Airship Appears in the Darkened Heavens and Causes Consternation. / POLICEMEN RING FOR THE WAGON. / Stories of People Who Saw Mysterious Bright Lights Moving Among the Clouds at Night Time.

Lord, how the world is given to flying! That is not exactly what Falstaff said, but it comes to the same thing. The sea serpent has been called in. His melancholy trail no longer slavers the silly season. His hairy head erects itself no longer on the practical horizon, and of his horns and hoofs there are none to tell. In fact, the sea serpent's Roman nose is out of joint and he has been superseded in the affections of the people by a mysterious "airship."

That some object not yet explained or accounted for has been seen

traveling the skies in different parts of the State for several nights past appears to be established by the testimony of credible witnesses. What the thing may be nobody knows. That it is an airship capable of carrying human freight seems impossible of belief in view of the record of failure in the past. If some joker has turned loose a fire balloon to perplex and mystify that might account for the "airship" on an intelligible basis.

There are men who see queer things when they don't have a gun and others who encounter wonders of an early morn or even at dewy eve when it has been more dewy than the law allows. Of course they saw something, but what it was nobody seems to be able to say with any sort of intelligible accuracy. A Sacramento man wandering in the immediate vicinity of a brewery, saw a great light and a dark mass moving up and down the sky. The "dark mass" and the red light is the favorite shape which the uncanny thing assumes. There is vague talk of patents, but nothing tangible in the shape of applications or patents on file. Nobody seems to be able to describe what they have seen except in the most general way. This is the silly season, and a set of graceless jokers might have fun with all California by turning loose a dozen wildcat balloons that would wheel and circle and flame through the sky.

The Oroville people, by the way, laugh at the statement that anything like an "airship" has been built in their neighborhood and scout the whole story as a fake. But there is lots of testimony on the other side and it may speak for itself.

George D. Collins, an attorney of this city, says, for instance, that not only is the airship a veritable, palpitating fact, but what is more—he knows the man who made it, and who soars by himself through the star-lit heavens, causing a maze and wonder among the lowly ones of the earth beneath. Mr. Collins, however, is bound by a double-locked oath of secrecy not to divulge the name of the inventor—for the present at least. He says the airship is his client and has applied for a patent upon his wonderful machine. If the experiments now being made prove successful, and the patent be granted, then Mr. Collins will introduce his modest client to an applauding world and assist in placing the laurels on his brow. The lawyer confesses that he knows nothing about the mechanism or the motive power of the cloud-skimmer for the very simple reason that the inventor told him nothing about it. The airship man will trust no one, not even lawyers, displaying in this latter respect a mark of wisdom that distinguishes him as a true genius. If the creation of the inventor fulfills his expectations, then he will give it to the world, at so much a gift. Until he comes down from the clouds, however, and discloses his identity, or unlocks the padlock that now hangs suspended from the lips of Mr. Collins, the man of the machine will be unknown to fame.

"This airship is not a creation of fancy, but an existing fact," says Mr. Collins. "I have not seen the new wonder, but I represent the inventor, and speak knowingly when I say that he has made a machine which skims through the air with the ease and grace of a bird. What is probably more to the point, the helmsman is in absolute control of the movements of the vessel. The vessel can be made to rise to any altitude desired, describe circles or take an abrupt angle.

At present I am under a solemn pledge of secrecy not to make public the name of the inventor, though I may say that he is a resident of San Francisco and has been for more than seven years past. The greater portion of his time has been devoted to the perfection of this airship. He has spent thousands of dollars—not less than \$100,000 I should say—and is now of the opinion that he has at last solved the mystery of aerial flight. He has tried it under every possible weather condition, and the vessel has behaved beautifully through it all. Last night he was out in the storm and I was informed by him to-day that the airship did everything expected of it. He sailed across the Golden Gate and over Alcatraz Island to the other side of the bay, where he landed when off the island the wind struck the vessel with terrific force, but she stood up bravely through it all.

"There is one error which I wish to correct, and that is concerning voices said to have been heard on the airship. The inventor tells me that he has never taken any one with him on these night voyages. He supposes the impression of voices arose from the clanking noise made by the machinery.

"If everything goes well the name of the inventor will be given to the public within two weeks. The application for a patent was sent off four days ago, and will probably receive immediate attention. What the motive power of the airship is I do not know, though I have an idea that it is compressed air. In fact, I am about as ignorant of the actual workings of this wonderful creation as any one for the very good reason that my client has told me practically nothing. He will not trust anyone for fear his idea may be stolen."

Now comes Night Clerk McGovern of the California Hotel, who solemnly avers that he saw a peculiar combination of moving lights in the skies that may have been the airship. Mr. McGovern is accustomed to being up at nights, and he is a reliable man, not prone to excitement, and of an unimaginative nature, as most night clerks are.

"About 2 o'clock last Thursday morning," he says, "I saw in the heavens two white lights moving slowly to the westward. They looked like two stars joined together. At intervals a red light appeared between the two white lights. My attention was directed to the phenomenon by a crowd of men who were observing the object from the corner of Kearny and Bush streets. I watched the lights for half an hour and, during that time, they moved about a tenth of the distance across the heavens. I could not determine how the lights were suspended in the air, for, on account of the darkness of the night, I could see nothing but the blazing lights."

Additional testimony was collected last night in favor of the existence of the airship. Neil Rearden, a policeman attached to the

Seventeenth-street police station, detected the bright lights of the sky-skimmer about 6:45 o'clock last evening. He saw the white and red lights moving rapidly through space, and, fearing that some one was making away with a Mission drug store, the faithful and alert policeman at once ran to the nearest alarm box, at Twelfth and Folsom streets, and notified his superiors. The patrol wagon was sent out, but when it reached Rearden's beat the supposed airship had changed its course and was over another man's beat. The alarm, however, called out Sergeant Monahan, Corporal Heggerty and Policemen Montanya and Folsom, who were in the station-house when the wakeful Rearden sent in his message.

The officers at once rushed out on the street, prepared to charge the night rider of the skies with disturbing the peace of the Mission. They saw the lights in the heavens, but on account of the distance could not recognize them as the illuminators of any drug store in their district. They went as far as Capp and Seventeenth streets, watching the floating beacons. At that corner a crowd of people had collected, also watching the lights.

"The ship, or whatever it was, had two lights, one appearing to be much larger than the other," said Corporal Heggerty, in describing the apparition. "The larger was a white light, and the smaller a red one. The red light appeared to be beneath the white light and in a line with it. At first I thought it was all a hoax about an airship, but I was very much surprised when I saw the lights. They swept along at a lively rate, and soon disappeared. The machine, if such it was, appeared to have come from the direction of Mount Diablo. Its course was to the south and west, toward the ocean. It passed over Twin Peaks, and then we lost sight of it. Of course, we could not tell whether it dropped into the ocean or not. Twin Peaks were in the way." Sergeant Monahan and Policemen Folsom and Montanya corroborated the statements of the Corporal. All the policemen saw the moving lights in the heavens, and were correspondingly impressed and astonished.

Policeman Moriarty is yet another star-wearer who saw those wonderful lights last night. Mr. Moriarty is a very careful observer, and nothing that crosses his beat escapes his watchful eyes. "Shortly before 7 o'clock this evening," he said, "I was at the corner of Mission and Third streets, and saw what I suppose was the airship floating in the sky. I watched it cross Mission street. A number of people on the street also saw it, and watched it until it passed out of sight."

The course of the mysterious aerial lights is traced from Mission and Third streets through the Mission district to Ocean View, for they were seen at the latter place last night by numerous people. Conductor Phil Murray of the San Mateo electric line saw the supposed airship about 6:50 o'clock, when his car was at Ocean View. He directed the attention of his passengers to the lights in the sky, and they left the car to observe them. Frank Page, the motorman of the car, also saw them. Page and Murray informed Receiver Bohls and Tinner Peter Leonard of the remarkable sight when the car arrived at Thirtieth street after returning from Holy Cross Cemetery.

It is believed in Oakland that all the stories about an airship floating over the town are the results of practical jokes with hot-air balloons. The witnesses all say that the supposed airship consisted principally of a light, and was seen over Blair Park.

Superintendent Tiffany of the Piedmont electric road said: "I made a thorough investigation to-day of the story told by some of our men of an alleged airship seen floating over St. Mary's College on Friday evening. My opinion is that the object was only a toy balloon. Ever since last summer when we had balloon ascensions at Blair Park the small boys of this portion of the city have been wild over ballooning. They have great sport sending up toy paper balloons with miniature parachutes attached to them. The favorite plan is to attach oil-soaked rags to these toys, setting them afire and enjoying the spectacle of an aerial conflagration on a small scale. This has been repeatedly done to my knowledge in the vicinity where the light was seen Friday night. That is the solution of this so-called mystery. So far as I could learn among our men, none of them say anything but a light."

"I had a long talk with Seiby Yost, one our motormen, and he admitted that he saw nothing but a moving light in the sky. It might have been a meteor or a toy balloon—or an ocular delusion, for that matter. The airship proposition was, I found, not considered for a moment."

E. B. Morgan, formerly a School Director of Oakland, and a very conservative and highly educated man, says he saw a peculiar object in the sky yesterday afternoon while standing in front of his house at Brush and Fourteenth streets, Oakland. He said: "I was called to the sidewalk by my son, who told me that a man had discovered the long-looked-for flying machine. When I first saw it, the machine was high up in the clouds in the direction of Blair's Park. The man on the corner, whose name I do not know, said he had seen it rise from the direction of the park and sail westward at a low level for almost twenty minutes. Then it rose to a such higher altitude and continued its westward course. Just at this time I first caught sight of it."

"It appeared to be a balloon. That which aroused my curiosity most was the change of course from westward to directly east. It moved very rapidly when it changed to the easterly direction, and soon passed out of sight over the low foothills back of East Oakland."

Brother Walther, Director of St. Mary's College, said: "I gave no special thought to the light that was seen Friday night, because there was nothing to attract my attention to it until I heard some of the people about the college discussing the airship story. I found, upon talking to several students and members of the faculty, that none who observed the illumination gave any thought to it except to surmise it was a meteor, although it moved rather slowly for that."

Nothing, I learned, was visible except the light, and that was of such a character as to cause no special comment. Speaking of airships, the consensus of opinion among the college people was that the idea was absurd. I am confident that vivid imagination has contributed largely in manufacturing out of this speck of light or flame an inhabitant of the sky. The successful operation of an airship under the conditions here described would be impossible in my judgment. Besides, had this been a ship of the air, under absolute control, there is no question that the State of California is not big enough to have concealed it from view until the inventor was ready to make a trial. On the whole there is nothing in the affair, save this, that there was a light seen in the sky on Friday night by a number of people in this vicinity, some of whom gave it a second thought. The airship tale, I imagine, is a huge joke!"

George H. Strong, who has been in the patent business for many years, and who knows all about the various attempts that have been made to perfect flying machines, said last night at his Oakland home that he did not believe that the machine claimed to have been seen in the sky was anything more than a hot-air balloon.

"There has been nothing that has been described that would not be the description of a hot-air balloon," said Mr. Strong. "I do not believe that any such ship, of such a size, could be started from any city and returned to any place in this State where it could be concealed. It is now reported to have been roaming about the skies for several nights. During this time it must have rested somewhere, and to my mind it would have been impossible to have hidden it where it would not have been found."

Elior Benjamin, a salesman employed by Sherman, Clay & Co., is said to be the inventor of the brilliant piece of mechanism so many persons say they have seen trailing the sky nearly every night during the last week. Benjamin formerly practiced dentistry, but for the last two or three years he has occupied his present position.

NORHBROOK OR COLLINS?

Has the Famed Oriental Warrior Changed His Name?

OROVILLE, November 23.--Nothing can be obtained here to verify the statement as to the flying machine made by George D. Collins of Oakland Collins is unknown here. There is no wealthy man living here who came from Maine, or any other state, in the past seven years, and there is no one here that a diligent search can uncover who knows anything at all about a flying ship having been invented here or having left here for Sacramento. Herewith are given some of the views of prominent citizens:

"I have read the airship article in the San Francisco 'Chronicle' and consider it a hoax. In fact, I know it to be, so far as its hailing from Oroville or the vicinity is concerned."--E.W. Fogg.

"There is not a word of truth in the airship story. Such a structure could not have been made in this vicinity without some of our citizens knowing something of it. It is a fake of the rankest kind!"--John C. Gray.

"I never heard of an airship in this vicinity. There has been a great deal of wind up here lately, but no ship. I think it a pure fake."--Warren Sexton.

"The 'Chronicle' story of the airship is true. It was inflated with 'Chronicle'-'Call' explanations of their change of opinions on the silver question, rose light and airy and sailed straight for the moon on November 1d."--A.F. Jones.

WHAT SACRAMENTANS SAW.

Bright Lights That Moved in the Heavens, and a Weird Craft. SACRAMENTO, November 23.--Since last Wednesday morning when the first airship story was sprung on an incredulous and skeptical world the absorbing topic has been this aerial mystery. And to-night again hundreds of people claim to have seen moving lights in the heaven, but no ship. The only point on which the lucky observers of Tuesday evening agree is that all saw a big light, as bright as one or two arc lights, moving southwesterly at different heights. In order to compare the statements of these observers "The Examiner" reporter called on some of them this evening, and these are the tales as they told them:

Emil Wengel (?), barkeeper at the Sacramento brewery, on Twenty-eighth street--I saw the light but did not see the machine. I heard a voice from the machine declare they were bound for San Francisco.

Charles O. Broyles, a mechanic, who was in the same company--I saw the light and heard singing in the vicinity of the light and recognized the tune as "Just tell them that you saw me." I could not distinguish the words, though recognizing the tune. When the light got about to N street it turned about due east. (A more sudden change, of course, than any one else noticed.)

J.H. Vogel, bartender--I saw the light and above it a dark body dimly outlined in the form of an egg, with the small end forward. I heard a muffled buzzing of machinery. (He was with the others close to the electric car line.)

The man who retains the most vivid picture in his mind of this aerial voyager is R.L. Lowry, formerly an employee of the street railroad, living now at Twenty-eighth and O streets. He said:

I was standing near the Sacramento brewery when my attention was directed skyward by hearing a voice up there call out: "Throw her up higher; she'll hit the steeple," evidently mistaking the tower on the brewery for a church steeple. Then I saw the light. It seemed like a light within a globular glass covering that magnified it. Above the light I saw two men seated as though on bicycle frames and working with a bicycle movement. I heard on of them say: "We will get to San Francisco about half-past 12," but not mentioning whether midnight or after noon. Above these two men, who seemed to be working their passage, was a kind of mezzanine box capable of holding two or more people, but I saw no others. Above this was a cigar-shaped body of some length. There were wheels at the side like the side wheels on Fulton's old steamboat.

Charles H. Lusk, assistant cashier of the street railroad--I saw the light only. It seemed about 1,000 feet high. It grew dim and brighter again as if passing through a mist. I saw the craft rise and fall and vary its course as though guided by an intelligent mind.

This evening the lower part of the city was again thrown into excitement by the appearance of a bright light about forty degrees above the horizon. It was watched along K street from Fourth to the river by hundreds of people, who all declare that it moved southwesterly until the buildings shut off the view, and then they moved down and many followed it until in the distance it seemed about ten degrees above the horizon. But no one saw any outline of a ship, though one grey-headed enthusiast solemnly declared that he heard the sound of a banjo or guitar and felt sure that there were ladies in the party.

Captain Nick E. White watched it intently. He says he saw the light change its course as if it had made a circuit, and that he distinctly saw five lights during this maneuver. Hundreds of men testify to seeing this light pass over the city all the way from Twenty-fourth street west to the river, but no one was lucky enough to see the airship. (Cartoons: Had been looking upon the airship when it was red (drunk carried by policeman into paddywagon). Invented the airship (nut with wheels in his head). The airship bug (flying around man's head). Floating in a troubled sea of light and shade (as drunk sees street). One man who saw it (restrained in mental institution).)

1896 November 23 (Mon) Oakland Tribune, p. 1.

(cont.)

FLOATING IN THE AIR. / The Mysterious Bark Is Seen by Many Reputable Oaklanders. / ALL THE STORIES COINCIDE. / It Was Plainly Visible About 7 O'clock Last Night. / MANY RUMORS ARE AFLOAT. / Attorney Collins' Story Is Believed by His Friends. /

That a huge airship has been hovering over Oakland for the last few nights has in the minds of many been conclusively proven. A number of persons whose integrity is unquestionable have seen the strange navigator of the air and this number includes many whose skepticism has been pronounced.

Last evening at about 7:30 o'clock, the passengers on an Alameda car were startled by the sight of a brilliant stream of light high in the heavens off in the direction of Haywards. The passengers distinctly saw the outlines of an airship and watched its maneuvers high in the skies.

The ship resembles a huge bird in its outlines and seemed to rise and fall in its course. A light streamed from the head of the ship, throwing a white stream of light for several hundred yards.

As the outlines of the airship were plainly discerned, the passengers in the street car became greatly excited. The phenomenon had first been noted by a man who had been idly watching the heavens. As soon as he perceived the light, he attracted the attention of the other passengers and all intensely interested, watched the peculiar machine as it made its way through the skies. It was high in the heavens and appeared to be of huge size. When first seen it seemed to be floating over San Leandro. It moved rapidly, going at least twenty miles an hour. It shot across the skies in the northwest, then turned quickly and disappeared in the direction of Haywards.

Not only was the airship seen by the passengers, but many other residents of this city distinctly saw the brilliant light and the huge bird-like body floating in mid-air. None of the spectators were acquainted with each other and yet their stories are startlingly similar agreeing as to time, direction of the airship and descriptions. These facts leave little doubt in the minds of many people that a successful airship has been invented and is navigating the heavens.

Miss Wilson, a daughter of Captain Wilson of the police force, and her friend, Miss Hunter, are among those who viewed the strange sight. The two friends accompanied another young lady to the street car about 7 P.M. yesterday, when their attention was attracted by the peculiar light in the skies. The huge bird-like body from which the light emanated was clearly visible and both young ladies are positive that it was an airship. It followed the same course as described by the passengers on the Alameda car.

Other Oaklanders bear similar testimony. Officer Carson was startled by the strange sight and his story is not to be shaken by scoffers. His experience was like others.

Attorney A.A. Moore told a Tribune reporter this morning that Attorney George D. Collins of Alameda informed him (Moore) two days ago that a successful airship had been invented and that the inventor was a client of Collins. The story of its aerial navigations were a fact, he declared, and the public would learn more concerning it in a few days.

A clerk in Attorney Collins' office corroborated this statement and also said that it was a fact that the airship has been navigating the heavens above Oakland, Haywards and vicinity. He furthermore added that the airship left last evening for Los Angeles. This will account for its manoeuvres last evening when it was seen hovering in the northwest.

As all the persons feeding the accounts of the airship are reputable persons, a general belief in the story is gaining ground.

The inventor's attorney, George D. Collins, withholds his client's name at present. The machine is run by compressed air and generates its own electricity for the powerful arc light. Further particulars in regard to the invention Mr. Collins declines to give at present.

1896 November 23 (Tues) W Silver State (Winnemucca, Nev.), n. 3. (col. 1)

SACRAMENTO NOT IN IT. / People in Winnemucca Saw the Airship One Day Before Sacramentans.

It may sound untrue at this late date, and especially so since so much has been reiterated in the California papers, that the airship

which passed high up over the housetops of Sacramento a week ago today sometime between the hours of six and seven o'clock in the evening, was no myth or hallucination on the part of the people who say they saw it, because right here in Winnemucca on Monday, a week ago yesterday, at the uncanny hour of midnight, what seemed to be a "schooner" from which shone a powerful electric light, was seen by "Friday" as it flitted along like a ball of fire in the skies. He also heard voices and music like those Sacramento people, but says he thought at first it was Tommy, Patty, Joe and some of those other boys out serenading in a balloon, so did not pay much attention to it until he heard a voice say: "Lower the ship," and with opened eyes he saw a hand protrude from the monster of light and take the Chinese Masonic flag from the high mast which stands immediately in front of the loss house. Then like a flash it flapped its wings and soared high in the air on its way west. The Monzols will swear to the truth of this statement for they have lost their flag.

A number of Winnemucca ladies declare that there is no mistake but that an aerial traveler passed directly over this town, exhibiting a magnificent searchlight at the hour above mentioned. They were up patiently waiting for their husbands to return from lodge and as they sat by their windows they saw what they thought to be a golden chariot resplendent with light, and horses with wings, behind which sat angels with harps and crowns of flowers upon their heads from which sparks of light shone bright as the stones in a crystal mine. "O, no, it was no dream, for we saw and spoke about it next day among ourselves and we all agreed that it was an omen, an apparition, which we read once in a paper would appear to a few of us four years before the end of the world in 1907."

We are positive many other Winnemuccans saw this mysterious visitant and as we go to press our "devil" and Jim are having a quarrel as to who saw it first.

More About Sacramento's Fake.

A dispatch from Washington says that at the patent office yesterday nothing could be learned of the application for a patent of the flying machine alleged to be making successful flying trials near Sacramento.

The rules of the office forbid any disclosures of the names of applicants or the character of the invention for the parties. Search among the patent records now controlled by the Pacific coast business failed to disclose any knowledge of the alleged success in aeronautics.

Professor Langley, of the Smithsonian Institute, who has experimented scientifically for some time to demonstrate the best method of solving the question of aerial navigation, excused himself from discussing the matter. His manner indicated plainly that he gave little credence to the Sacramento reports.

1896 November 23 (Mon eve) Woodland, Calif., Daily Democrat, p. 3.

AERIAL NAVIGATION. / The Airship Said to Have Been Invented by Dr. Benjamin. / Formerly Resided in Woodland and Said He Had an Invention That Would Revolutionize the World. /

A dispatch from San Francisco states that the airship which is said to have been floating around in the air for several days is the invention of Dr. Elmer H. Benjamin, who is a dentist and was Dr. Ben's first time a resident of Woodland.

He first commenced visiting Woodland about eight years ago. He was traveling for Sherman & Clay, as a piano agent. He introduced himself to Dr. Holmes and said he had practiced dentistry under Dr. Hill, of San Francisco.

His visits after that time were quite frequent for six or seven years. He has not been here for about a year and a half, but Fred Holmes saw him in Sacramento about seven months ago.

He frequently went to the office of Dr. Holmes, who considered him a good dentist, and he treated several patients for Dr. Holmes. He had neither a diploma nor a recommendation, and hence opened no office of his own.

He never mentioned airships during conversations with Dr. Holmes, but one day he patted him on the back and remarked: "Doc, I am working on an invention that will one day revolutionize the world."

There are many residents of this city who remember Dr. Benjamin, and some of them believe that the airship is a reality and that he is the inventor.

Saw the Airship.

Dr. Amiel Morris, of this city, was in Sacramento Sunday evening. While in the Saddle Rock Restaurant, between 6 and 7 o'clock, he was called out by the proprietor to see the so-called airship. He saw what appeared to be a ball of fire, about 600 feet high, southeast of the town of Washington. It was in sight nearly an hour.

1896 November 23 (Mon. eve.) Woodland, Calif., Daily Democrat, p. 2.

Davisville Doings. / . . .

It seems that my aerial bicycle, of which mention was made in the Democrat several years ago, is still a thing of wonder to those whose eyes see without understanding it. Shortly after its conception, my friend Harry completed a small machine which we made a trial trip at night. On that occasion we were sighted from Stockton and San Jose, but as we kept well up in the air, we passed as a slow-moving meteor, but on our second voyage of last Tuesday evening the steering gear did not work very well and we came near getting mixed up with the church steeples of Sacramento. The machine is among the possibilities, but as yet it does not come up to our ideal, which is 400 miles an hour and perfect control as to height and distance.

THE APPARITION OF THE AIR. / Oaklanders Say Its Frame Was Like the Body of a Bird. / ATTORNEY COLLINS' TALE SUPPORTED. / Another Lawyer Who Was Informed of the Alighting of the Flier. / MOVING LIGHTS ONCE MORE MYSTIFY THIS CITY. / Dr. Benjamin Disclaims the Invention--Mayor Sutro's Testimony and That of Other Reputable Citizens Offered. /

Testimony concerning the existence of an airship which is supposed to be navigating the air over the bay cities by night and hiding from observation in some secluded place before daybreak came in yesterday from many sources. Many persons saw mysterious lights roving overhead but the projectors of the phenomenon which has caused intense and general interest seem to revel in mystery.

Among those who yesterday told of seeing the lights carried about by an aerial visitor were Mayor Sutro, Colonel Menton, the excursion agent of the Southern Pacific Company; Samuel Foltz, advertising manager of The Call; Professor C.H. Murphy of the Polytechnic High School also many others.

What they saw or heard from others who saw the roving light is told in the subjoined account. They all tell practically the same story, which is that the light appeared quite high overhead and that it moved very fast. They did not all observe it to be roving in the same direction.

Dr. Benjamin, who has been supposed to have invented a flying machine or airship, which is supposed to be the cause of the phenomena observed overhead during the past few nights, was in the City yesterday, and last evening was interviewed by The Call. Dr. Benjamin said that he did not know anything about the airship. At the same time he conceded that if he did know of such an invention of his own, he would consider it wise not to give any information concerning it until he had secured his patents. Dr. Benjamin said that Mr. Collins is his attorney, and admitted that he visited Mr. Collins yesterday afternoon. This, in connection with the fact that Mr. Collins admitted that he is attorney for a man who claims to have invented an airship, must be taken for what it is worth.

Concerning this mystery it should be clearly understood that The Call does not aver that an airship has been invented, nor does it deny that such is the fact. There is no intention on the part of The Call to deceive its readers. The statements which have been made by reputable citizens are given, and these will undoubtedly be carefully considered and the consensus of public opinion will place the true value upon the different circumstances. There are several theories to account for the mysterious moving light, which do not necessarily imply the existence of a flying machine or airship.

There is no doubt that many people firmly believe in the airship. There were many such who sat up late last night to watch for the appearance of such a vessel. Many stood on roofs and in other elevated places, in the rain, until late, hoping to get a glimpse of it. At the hour of going to press the whole matter remained a mystery.

Henry W. Bradley of the law firm of Stanley, Hayes & Bradley made a very interesting statement which will be widely read.

The most circumstantial story yet told came from Oakland last night. Passengers on a streetcar claim to have been attracted by the light overhead and looking upward they saw distinctly the outlines of an airship, which resembled a huge bird in its outlines and which seemed to rise and fall in its course. Many residents of Oakland say that they, also, discerned the outlines of the vessel. / BODY LIKE A BIRD. / What Spectators Across the Bay Say That They Saw.

OAKLAND, CAL., Nov. 23.--There is a general impression in this city that the airship which has been seen so often recently is being housed somewhere in Alameda County when it is not being tested by its inventor.

The whole population is about equally engaged in discussing the qualities of airships and looking at the sky expecting to see the winged machine parting the clouds. Reports are continually being received of its being seen in the neighborhood of Berkeley and Hayward, as though the inventor were confining his experiments to the low land between the hills that skirt the northern boundary of the county and the bay. Several people saw the light over Hayward last night, and the number of people who have seen it in North Oakland is constantly increasing.

Last evening the conductor wearing badge No. 26 of the Alameda electric line reported seeing the affair over Fruitvale. He says it had a powerful headlight and there appeared to be several smaller lights on board.

Mayor Davie is a firm believer in the existence of the airship. "I doubted the story of whose who declared they had seen it," said the Mayor to-day, "but when I looked through the names of the reputable people who unhesitatingly assert that they have seen it I doubt it no longer.

"I have always believed in the practicability of airships, and a few years ago old Dr. Freeling had a model that closely resembled the picture published of this invention, and he told me before he died that when aluminum was brought into use the secret of air-flying would be solved. I have no doubt that some one has built a machine, because many of those who have seen it are certainly entitled to credit.

Attorney A.A. Moore heard the story of the airship a few days ago. "I did not talk with Mr. Collins," he said, "but I was talking with a friend, an attorney, who told me that Collins had talked with him about a client who had invented an airship."

Last evening at about 7:30 o'clock the passengers of an Alameda car were startled by the sight of a brilliant stream of light high in the heavens off in the direction of Hayward. The passengers distinctly saw the outlines of an airship and watched its maneuvers high in the skies.

The ship resembles a hur bird and its outlines and seemed to rise and fall in its course. A light streamed from the head of the ship, throwing a white stream of light for several hundred yards. As the outlines of the airship were plainly discerned the passengers in the car became greatly excited. The phenomenon had first been noted by a man who had been idly watching the heavens. As soon as he perceived the light he attracted the attention of the other passengers and all intensely interested watched the peculiar machine as it made its way through the skies.

It was high in the heavens and appeared to be of huge size. When first seen it seemed to be floating over San Leandro. It moved rapidly, going at least twenty miles an hour. It shot across the skies in the northwest, then turned quickly and disappeared in the direction of Hayward. Not only was the airship seen by the passengers, but many other residents of this city distinctly saw the brilliant light and the huge, bird-like body floating in midair. None of the spectators were acquainted with each other, and yet their stories are startlingly similar, agreeing as to time, direction of the airship and description. These facts leave little doubts in the minds of many people that a successful airship has been invented, and is navigating the heavens.

Miss Wilson, a daughter of Captain Wilson of the police force, and her friend, Miss Hunter, are among those who viewed the strange sight. The two friends accompanied another young lady to the streetcar about 7 P.M. yesterday, where their attention was attracted by the peculiar light in the skies. The huge bird-like body from which the light emanated was clearly visible, and both young ladies are positive it was an airship. It followed the same course as described by the passengers on the Alameda car. Police Officer Carson and John Strickler, the flaxman at Fourteenth and Broadway, also declare that they saw the airship.

"The representatives of the afternoon papers were almost hysterical in their demands that I discredit The Call's interview. I wish to say right here that I have not a word to take back of all that has been reported. It was a truthful, reliable interview and The Call is the only paper that has reported me correctly. The stories in the evening papers that I had denied the interview were false and the writers actually told me they were going to write such stuff before they left my office.

"Since the fact was published that I am the attorney for the inventor I have not seen my client. We mailed the papers regarding the patent to Washington last week and expect to hear soon of their arrival. I do not know when I shall see my client again, but I expect him any day. He is a man that impressed me with the idea of being perfectly able to manage his own affairs, and I have no doubt he knows what he is doing.

"I wish to correct one idea that seems to be prevalent. Some papers have published the fact that the inventor is an Orville man. I have not said so. He is a San Francisco man but he has constructed his machine near Orville. I did say this afternoon to the reporters of the San Francisco evening papers that the story as published in the Chronicle was a fake. Not only that; I told the young fellow from the Chronicle that he had grossly misrepresented me in his interview where he quoted me as having said I saw the airship work, the inventor having come here, and, after talking to me a while, getting into it and moving away. The statement that I had seen it working at all is false.

"As I told you before, as I told him, and as I now repeat it, all I know is that I have been appealed to by a man who appears perfectly ready to act as his attorney in securing for him a patent on his invention. It would be presumptuous (sic) for me to say the story that an airship was being worked about the bay was a fake, when it is taken into consideration the number of people who stake their reputation on having seen one. Even if it was not the ship of the man who came to see me, it is not for me to say that these people have not seen an airship. There is more than one man at work on the question of aerial navigation, and some one is bound to solve it as they did the steam-engine and the electric-car. I am as skeptical regarding the actual working of the craft as any one, but am not such a fool as to say that it is an impossibility.

"I was told in this city to-day that the Chronicle had secured a man--one Dr. Benjamin, I believe--to maintain throughout that the invention is his and that he is the one who has been going about the heavens at night. He is to say that he has paid me \$500 as a retainer and that I am to have \$1500 when the patents are issued. This is along the line of their story as first told, and it must be kept up at any cost. I desire to denounce the whole story in advance as a pure fake to support the wild imagination of one of their reporters. It places me in an unfair light before the public and injures my business to have such stories set afloat when there is not the least foundation for them.

"When the Examiner man came to me Sunday afternoon he told me that his paper had the whole story and knew the inventor and would publish it this morning. They did not particularly care, he said, for my version, but would like to have it just to verify what they knew. The bold bluff did not work and the story in to-day's Examiner trying to ridicule the affair, but at the same time leaving loopholes to escape, was the result.

"There is no denying the fact that the public has been aroused to a high pitch of expectation by the reports published. The Examiner sent a man to me to-day who said they had treated the whole affair as a huge joke, but found that people were looking at it in a serious manner and they were ready to give the news as received, regardless of how improbable it might look. He asked me to give a true account of the matter as far as I knew anything, but when I denied having seen the machine work or having ridden in it he laughed and said I was hedging." /

KNEW OF THE AIRSHIP. / Attorney H. W. Bradley was Informed of interesting facts.

"I am at a loss to know how you could have ascertained that I know anything about the airship," said Henry W. Bradley of the law firm of Stanley, Hays & Bradley, of this City, yesterday, to a representative of The Call.

"Do you know anything about it?"

Mr. Bradley hesitated a moment, then said: "The man you want to see is George A. Collins, the attorney. All I can say is that if Collins said what is accredited to him in a published interview this morning, Collins knows what he is talking about, and I will say, further, that Collins would scarcely take part in a fake story, because he would have more to lose than to gain by so doing.

"Now, there is that first publication in The Call about the airship. That undoubtedly was by telegraph from Sacramento after 1 o'clock in the morning, for it states it was after midnight that the object was seen over that city. Then there is McGovern at the California Hotel, who told me Saturday night that he saw it between 2 and 4 o'clock in the morning. I know that it landed at 3 o'clock--

"Where?"

"You have made me say more than I intended to," replied Mr. Bradley, with a look upon his countenance which seemed to say that he wished he had remained silent; than as a faint smile lighted up his features: "I cannot tell you where it landed; that is, I do not feel at liberty to state where. The man you want to see is Collins.

"You must understand that I cannot speak about this matter, but will say this: The Call has been consistent in this matter. It is on the right track and it must not back water; and then it got ahead of all the other papers on a big piece of news.

"Then there is A.L. Hart of Sacramento, who stated that if certain parties of that city declared that they had seen the object he believed what they said."

"Where is that wonderful and much-talked-about airship now?" was asked.

"That I cannot tell you, but I will say this: I was to have inspected it to-day, but for some reason the invitation I expected did not reach me; possibly because the premature announcement in The Call has interfered with projected plans, or it may be the weather.

"I wish to place myself right in this matter. While in conversation with a gentleman three or four days before the first publication of the airship story in The Call I was told that such an invention was in existence and the difficulty of navigating the sky would soon be overcome. The gentleman who gave me this information did so in confidence, a confidence that I will not betray. As an attorney I could not afford to do so and as a man I would not.

"There is another reason I have for not wishing to give expression to my knowledge or views, which is this: Several of the newspapers have published interviews with Mr. Collins and other papers have asserted that he denied the truth of the statements attributed to him. Now, it would not look well for me to make statements contradictory to his or have him deny statements that I made. Therefore, I will keep silent."

Mr. Bradley stated that he is in no way connected with the airship scheme, either as an attorney or as a friend to the parties most concerned.

"Do you believe that the existence of an airship at the present time is possible?" was asked.

Mr. Bradley smiled and cautiously answered: "Was the airship not seen by hundreds of respectable citizens in Sacramento, San Francisco, Oakland and other places? I would not presume to dispute their statements."

"Then you believe that we have such an invention that has proved a success?"

"Yes, I believe what my friends tell me. However, I am not an authority. All I know, that is, all I think I know, is from hearsay testimony alone. I have never seen it, and I do not expect to make a trip in it as it has been reported." /

SEEN LAST NIGHT. / MANY MANY PERSONS IN THIS CITY GAZED UPWARD AND WONDERED. /

The mysterious light was seen last night in this City by a gentleman of undoubted practical experience. Samuel Foltz, advertising manager of The Call, was looking out from his residence at 1157 Stanyan street about 9:15 p.m., when he noticed a light traveling in the direction of Berkeley. He at first thought he was dreaming, but looking again he called out the people residing in the house and all agreed that the light corresponded in appearance with that attributed to the mysterious flying ship.

Mr. Foltz said that the light was apparently that of an ordinary lamp; that it was located about 300 feet above the earth, and was, when sighted, above the locality of Van Ness avenue, and that it was traveling direct and with tremendous velocity toward Berkeley. The light remained in sight about four minutes, when it passed out of view.

C.B. Murphy, a teacher at the Polytechnic High School, told an interesting story last evening: "I was coming down Valencia street about 9:15 to-night," said Mr. Murphy, "and I noticed the phenomenon. Above, at an elevation of possibly 4000 feet, was an electric glow, which was moving toward the park at the rate of one mile per minute. This was observed by hundreds of persons. Every one on Valencia street might have seen it. There was only one light. This had a vibration or wave. There was no fake about this. When I saw the light I was on the south side of Valencia street." /

OVER SUTRO HEIGHTS. / Airship Seen by the Mayor's Employee a Few Days Ago.

None of those who have seen the mysterious moving lights in the heavens that are believed to be those of an airship is more firmly convinced that a flying machine hovers nightly over the bay cities than Mayor Sutro, and the story he tells to support his expressed belief is vastly interesting.

The Mayor is nothing if not practical, and he says that there is not the faintest doubt in his mind that the aerial courier passed over Sutro Heights a short time ago and that it was a genuine airship and doing a very fair job of air-sailing.

"I have not seen the airship myself," said the Mayor after the meeting of the Board of Supervisors yesterday, "but some of my people at the heights have, and their stories leave no doubt in my mind as to the truth of the stories The Call has published on the subject.

"Their narratives were not given me after the paper got hold of the matter, but were told several days ago when no such thing had reached public print.

"When I reached home one evening, about the length of time ago I mention, I found them in a great state of excitement, and when I inquired the reason of the agitation they told me of a strange spectacle they had witnessed a short time before. They told me that shortly after dark they had seen a strange, brilliant light coming in from the direction of the sea.

"At first little attention was paid to it, but as the light drew nearer all became very much interested and watched the brilliant spot closely.

"As it approached the heights they saw that it was not over 500 feet above the ocean and was moving swiftly and with a slightly undulating motion.

"When almost over the beach two lights were discernible, one apparently being below a misty-looking mass and the other behind it.

"They paid particular attention to the latter, as it threw a long ray of light, similar to that cast by a searchlight, far out into the darkness. They told me that this stream of light was 500 feet long, but I presume that, while it seemed that long, it was in reality much shorter.

"They watched it until it disappeared in the direction of the City and saw it turn toward the north just before it passed from view. Now, these people would not try to tell me ghost stories, and I know that they saw just what they described.

"I certainly think that some shrewd inventor has solved the problem of aerial navigation and that we will hear all about it within a short time. It would not be any more wonderful than the invention of the telegraph, the telephone, the phonograph or the X ray, and it would seem that some one must hit on the proper appliance when so many smart men have been working on the problem."

It has been stated that the airship passed over the Seal Rocks a short time ago and played its light on the seals, and it may be that this was the occasion when it was seen from the heights.

COLONEL MENTON SAW IT. / Three Lights in View as the Mystery Sailed.

Colonel W.H. Menton, the excursion agent of the Southern Pacific Company, lives in the Supreme Court building at the corner of Larkin and McAllister streets. He is confident he saw the mysterious aerial peregrinator Sunday night. This is his story as he told it yesterday:

"Last night, at about 20 minutes of 8 o'clock, the elevator-boy came to my door and told me if I wanted to see the airship to go to the window. My wife and two lady friends went at once to the window, and looking out toward the park, say at an apparent height of about 100 yards, saw three lights. One shot its rays toward the northwest, another toward the southwest, and one, the most brilliant, poured its light directly toward the earth. These lights had the appearance and intensity of searchlights.

"I am sure," continued Colonel Menton, "that it was neither a star, meteor nor any other wanderer of the heavens. The light was far brighter than any of the electric lights I saw just below, in and about the park.

"It was traveling toward the west, and we saw it distinctly for ten or fifteen minutes. We all gazed at it until it disappeared in the distance. It neither rose nor fell, but maintained an even course parallel with the earth."

CROSSED THE GATE. / XXX And Some Time Later Was Seen Over the Twin Peaks.

M.H. Cohen of 510 Baker street, a conductor on the Hayes-street car line, saw an object in the sky at 7:05 last Sunday evening, which he believes was the airship. The object seemed to be 300 or 400 feet above the earth. Speaking of the sight yesterday he said: "I first saw it at Market and Eighth streets. It seemed to be moving across the Golden Gate and a flash was occasionally displayed. I called the gripman's attention to it, and he looked and said, 'It might be the airship.'" Two gentlemen on the rear end of the car saw it. I told the receiver and the night watchman about what I had seen. The car left the ferry at 7:13 o'clock, and at First street I saw the object again directly over the Twin Peaks. The forward light seemed to be steady. I informed Frank Allen, the machinist at the carhouse, and he remarked that he had seen a similar object and called the attention of two ladies to it.

"I did not see the object again until I got to the top of Pierce-street hill. Then it seemed to be coming back again from Twin Peaks. We left the park at 7:51, and looking back from Ashbury street got a good view of it. A light was flashed downward for a few minutes. The night /p.2/(TAKEN FROM THE RIGGING) was dark, and while the flashes of light could be seen distinctly, the object could only be seen vaguely. There were thirty passengers on the car who saw it. The gripman's name is C.W. Britton. Another person who saw the object in the air was J. Wyatt, conductor on the car following mine." /

BENJAMIN TALKS. / Is Inconsistent, but Refuses to Father the Invention.

Dr. E.H. Benjamin, the man who has either by chance or for a purpose been suggested as the inventor of the airship, was seen at 633 Ellis street last night by a Call reporter. He had retired and was asleep, but arose, partly dressed, and cordially invited his late visitor into his room, a large single-bed chamber at the front of the boarding-house and with a bay-window overlooking Ellis street. Dr. Benjamin is a sinewy built man above the average height, and with a large mustache and brown hair and gray eyes.

He frankly denied having any connection with or personal knowledge of an airship, but his avowals of willingness to impart the information were it his to give were not consistent with his acknowledgements that a man with so very valuable an invention, not completely perfected and not yet securely patentable, would be justified in lying in a straightforward manner in order to divert from himself all attention that might result in his being persistently followed and the whereabouts and design of the flying device made known.

During a long conversation he said in part:

"I am a dentist and have been for twelve years. I am 34 years old and a bachelor. I have a married uncle in Placerville; his name is F.W. Benjamin and he is a practicing physician of some means. George Collins is my attorney, for I have known George for a long time and whatever little law business I have wanted done I have had him do it. I saw him to-day and he laughed heartily when I told him that they had me the inventor of the airship. He is a shrewd fellow. Well, I only wish I was the inventor. But I am inclined to think I would be afraid to go up in it.

"It is true that I am an inventor, but along other lines. My inventions have to do with dentistry, and consist in patented crowns and bridges for teeth and a reducer to draw the gold bars in making gold caps without seams. Then I have a number of other little dental inventions. Since my name appeared this morning in connection with this affair my friends have joshed me a good deal about being the inventor, and I have told some of them that they may have a ride with me tomorrow if the night is favorable. I have given some thought to the possibility of inventing an airship.

"I firmly believe that there is an airship somewhere near here, and that it will not be long before the public sees it, for as yet, as I understand the newspaper accounts, no one has really got a good view of an airship so much as of a brilliant, moving searchlight. I expect to be followed for a while and given a warm reception until people are convinced that I am not the man they are looking for." / HE IS WELL KNOWN. / The Alleged Inventor Recently Visited in the Interior.

Dispatches were received last night from Woodland and Oroville concerning Dr. Benjamin. The list of towns claiming him while he has been supposed to be the inventor of an airship is lengthening, like the list of towns that claimed Homer.

A Woodland dispatch claimed that Dr. Benjamin visited Woodland first about eight years ago, when he was traveling for Sherman & Clay.

He became acquainted with Dr. L.B. Holmes and many others, and treated patients in the office of Dr. Holmes, who considered him a proficient workman. He has not been in Woodland for about a year and a half. He told some friends that he would soon complete an invention that would revolutionize the world. The fact that he has a wealthy uncle in Oroville probably gave rise to the rumor that an Oroville millionaire had built the airship.

A dispatch from Oroville alleges that Dr. Benjamin is a native of Carmel, Me. He was in Oroville November 15 ~~xxxx~~ visiting his uncle. / READY TO SAIL IN AIR. / Court Judges Asking for Passes and Others Seeking Positions.

George D. Collins, who claims to be the attorney for the inventor of the airship, has evidence that there are persons who believe that there is a real airship afloat. One of these, a boy who has been in the navy, has written to him making application for position of cabin-boy or deck-hand. A large part of his time is taken up answering questions. Judges of the ~~xxxx~~ courts have already made application for passes, he says, and he has no end of changes to discuss the mechanism of the vessel. With all this, Mr. Collins throws a dash of cold water on some enthusiasts who base their theories upon alleged utterances of his.

"I am sorry to see," he said yesterday, "that the newspapers have been attributing to me such an extensive knowledge relative to this airship. In truth I know very little about it.

"On Thursday last there came to my office a former client of mine for whom I had prosecuted a claim against the Crocker estate about six months ago, and asked me to get out a patent for him for an airship he said he had invented. I said I could not do anything unless he produced a model, and he said he would have one made at once. He attempted to give me a description of the invention, but I told him it would be of no use to me. I am now awaiting his return with the model. He may call any day. When he brings the model I will make application for his ~~xxx~~ patent.

"I know nothing about the airship. I do not know what it is made of, what power propels it, nor where its inventor now is. I am just as skeptical and incredulous regarding it as anybody can be.

"The reason I believe this airship that people claim to have seen is his invention is that on the day he called me he remarked:

"Did you see an account of my airship passing over Sacramento this morning?"

"I told him I had not seen it.

"He then said: 'I passed over Sacramento last night and arrived on the other side of the bay this morning at 3 o'clock. I have solved the problem of atmospheric navigation.'"

Balloon in the Sky.
OROVILLE, Cal., Nov. 23.--Several people in this vicinity saw a moving light in the heavens Sunday evening. To-day's investigations result in learning of a Portuguese, living in Cherokee, who sent up an experimental balloon last evening inflated with gas from a fire attached to it in which turpentine and resin are the principal parts. There is no doubt this is the light seen here. The Portuguese says he does not think his balloon sailed more than twelve miles. It was his intention to send up another to-night but rain prevented it.

Cartoon, p.1: (Man sees flying naval ship w. searchlight) SCOTT--"An airship? Of course not. That's the last cruiser I bid for and lost. If I've been wondering ever since what became of it."
1896 November 24 (Tues) The Call (San Francisco), p. 6.

AERIAL NAVIGATION. (ed.) /

The manner in which the Sacramento story of an aerial ship has been received strikingly illustrates the condition of the public mind in regard to the possibility of an early accomplishment of success in navigating the air. The story came upon us so unexpectedly that comparatively few people believed it, and yet the consciousness of the great strides that have been made toward success in this enterprise was such that very few were found to declare an absolute skepticism concerning it.

It is beyond question that we have been for some time on the verge of success in this much sought after system of navigation. The project has long since passed from the hands of quacks and eccentrics into those of learned scientists and accomplished inventors. What has been done by Maxim, by Langley and by Lilienthal is sufficient to make it evident that human ingenuity is capable of dealing with the problem and successfully mastering it.

The strange part of the story from Sacramento is that it brings the airship home to us in California when we were looking for it in the East or in Europe. Models of airships have been on exhibition in nearly all the great cities of the world and some of them have shown remarkably good results. Had the story of the airship come from London, or even from Chicago, it would have been much better received. It was too much of a surprise, however, for the general public to learn that the great ship had been built and had sailed forth from Oroville.

We have in this another illustration of the old question, "Can any good come out of Nazareth?" It is hard to believe in an airship coming from a place where nobody expected so much as a balloon. Nevertheless if it proves true and the airship shows herself visibly to us all it will then be remembered it is not the first time that great discoveries have come from places whence they were least expected.

It was from the little obscure village of Philadelphia, in the wilderness of Pennsylvania, more than a century ago, that came the discovery of electricity and the invention of the lightning-rod. It was from a poor barber-shop in a British village came the invention which enables sea captains to determine with accuracy their exact location upon the ocean at any hour of the day or night, no matter how far they may have drifted from their course by winds and waves. A hundred instances of a similar character could be cited. If therefore the airship has come forth from Oroville it will not be an extraordinary thing in the history of invention.

1896 November 24 (Tues) San Francisco Chronicle, p. 9. (cont.)

COY MR. COLLINS AND HIS AIRSHIP. / The Attorney Hedges on His Story. / NOW HE NEVER SAW THE THING / STRANGE LIGHTS OBSERVED IN THE SKY. / Plenty of Good People Who Are Sure They Have Seen the "Seraph of the Air."

"Airship" Collins--that is what the young lawyer's friends are calling him--says aloud that all men are liars, with a legal reservation in favor of "Airship" Collins. This is modest, at least, and modesty is an attribute which enhances the personal charms of even a promoter of miracles.

Collins during the last few days has been engaged alternately in getting into the witness box and then cross-examining himself on the accuracy of his own testimony. During this peculiar process he has succeeded in tangling himself up into innumerable knots and has finally arrived at a point where he has been forced, for want of material to come to a sudden halt.

Last Friday he told a story about the inventor of an airship. The inventor was a millionaire, had constructed a successful machine, and had gone to Collins several weeks before to have him get a patent on the invention. He had sent the application on to Washington for his client, and then, at the inventor's invitation, had visited the airship, which it has been solemnly declared had "wings like the great condor of the Andes," and had seen it fly, circle about in the air, describe graceful curves, pirouette like a ballet dancer, and finally descend to earth "as gracefully as a falling leaf."

The inventor, however, was not quite satisfied. He wanted the intelligence to Collins' secret ear that the machine had a "heavy motion. He would experiment some more. Then to his friend Collins he told another secret. In a few days, after preliminary rehearsals in Sacramento and around Alameda county, he would fly up and down Market street and let all San Francisco see the wonder. And Collins, Collins the demure and bewildered young patent lawyer, Collins the human safe deposit of his great secret--would share with him the adoration of a great city.

All this with bated breath and in a coy, hesitating manner, Collins whispered in strict confidence to everybody who would listen to him.

But yesterday he either had a visit from the true inventor, or

order to quit talking, or else he has just been aroused from a hypnotic condition into which some unknown benevolent genius has a week ago. Like a little Joe, he "don't know nothink about nothink." He indignantly remonstrates the insinuation that there ever was an airship and, as for his having seen such a thing fly--the very supposition is ridiculous. There certainly was a man who visited him a few days ago with some talk about a flying machine and a patent and a model, but beyond that he is not aware of anything in connection with the matter. He never sent any airship application to Washington, and in short any man who says he did is a liar and a son of a liar. Mr. Collins thinks it an insult to connect him in any way with anything vulgarly improbable as an airship. He is sorry to have to tell two or three hundred people who have listened to his statements that they are--well, story-tellers, but he can see no other way out of it.

On Sunday the following scrap of conversation passed between two persons:

"Mr. Collins, on your word of honor as a professional man, have you seen this airship in successful operation?"

"Yes, I have."

But Mr. Collins was evidently in a trance at the time, for he doesn't now remember a word about it. So anxious is Mr. Collins to undo the wonder he has worked that he now declares his positive belief that no successful airship has ever been constructed. When he took a retainer from his client last Thursday morning Collins says he instructed the inventor to provide him with a model. Promising to do so, the inventor left and has not since returned.

It was all very well at first to be the attorney for the eighth wonder of the world and to entertain the ladies and gentlemen of the press from morning till midnight, but yesterday came some of the trouble.

A wild-eyed man put his head in at Collins' door and demanded fiercely to know if the lawyer was in. Having had some experience with cranks, Collins diplomatically replied that Collins was at the City Hall.

"What's he doing there?" demanded the visitor.

"He's working on an air ship, I think," the attorney responded gently.

"That's it!" exclaimed the intruder. "That's my air ship; he has stolen it--he has stolen my air ship."

Collins grew uncomfortable. He squirmed in his chair and finally suggested that the man who had had his air ship stolen should report the matter to the Chief of Police, and the unwelcome visitor departed.

This was but one of many cranks who called upon the attorney during the day. There were men who had successful air ships of many kinds. One wanted to procure the agency for sale to the Japanese Government of the right to use it as an war vessel, saying he was sure of making a fortune for himself and Collins. Another came to retain him as his attorney in a suit for the Presidency of the United States by right of heirship, saying he had been referred to Collins as an expert on that sort of thing. The following communication came to Collins through the mail:

I thought I would write you a few lines to ask you if you have any position aboard that airship for a good, strong boy. I am a boy without much schooling and no trade. But a cabin or deck boy I am one of the best, but I guess you have no need for a cabin or a deck boy if you need any boy to keep the thing clean, I would like to go in the airship. If you need any one you will do me a great favor by giving me the position. Yours until then.

P.S.--I can show a good discharge for five months' time I was in the United States Navy.

Another person who began the day yesterday with the idea that there would be great sport in assisting the attorney in this airship business was E.H. Benjamin of 633 Ellis street.

On Sunday Attorney Collins called on Benjamin at his Ellis-street residence and was closeted with him for some time. Later "Chronicle" reporters called at the rooms and found evidence to corroborate the attorney's statements previously made that he was about to visit the inventor.

Benjamin is a dentist by profession and a piano salesman by occupation. He has invented several dental appliances, he says, for which Attorney Collins has procured him patents. He says the aluminum and drawings found in his apartments last night were connected with these inventions and not with a flying machine. He is not a millionaire; in fact, his income depends rather on the sale of his inventions and occasional employment as a dentist's assistant or a piano salesman.

Yesterday Benjamin gravely invited those who broached the subject to take a ride with him in his nice new airship. He had a whole heap of fun out of the joke.

As the day wore on, however, and Benjamin became the butt of all the street jokers and found himself pursued by reporters, he came to the conclusion that the joke was not so funny after all. He paid a visit to Collins' office and after that consultation both the lawyer and himself denied all knowledge of any old airships, and Benjamin was particularly anxious to deny that he was an experimenter along the lines of aerial navigation.

Just now it is recalled that some twenty years ago the name "Tom Collins" was the synonym for a hoax of any kind. If you wanted to send your friend on a wild goose chase you sent him to the nearest saloon with the story that "Tom Collins" wanted him. When he arrived there he was informed that Collins had just gone to the next place, and so the victim was chased from pillar to post in search of the mythical Collins. If you received a message informing you that you had just won the capital prize in a lottery you scanned it carefully to be sure the name "Tom Collins" was not signed to it. As the name of Ben-

Munchausen and Joe Mulhatton have become associated with wondrous tales of the impossible, so the name of "Tom Collins" became associated with every popular hoax of the day. "Tom Collins" was the scapegoat of every recreant and inebricated husband returning home late at night.

The light which is said to shine like the head glare of a locomotive or the "Chronicle's" election return flasher was seen in several parts of the city last night and on Sunday, it is declared, by many hundreds of people.

"I saw the light, and am satisfied that it was attached to an airship," said Policeman Clarence Coogan. "I first noticed it in the vicinity of Golden Gate Park. It was unusually brilliant, and seemed to be traveling toward Oakland. After watching it for some time through a field glass I noticed it disappeared below the horizon.

James A. Hall, an attorney had his attention drawn to the light shortly before 7 o'clock. It seemed to be attached to some dark object to some dark object. After hovering around in the vicinity of the Cliff House, he says, it gradually traveled eastward, and finally disappeared when apparently ten or fifteen degrees above the horizon.

"I am satisfied that the mysterious light was attached to an airship," remarked Police Captain Wittman last night. "I closely observed the phenomenon and was struck by its unusual brilliancy. My attention was first called to it shortly after 6 o'clock Sunday night. It seemed to be traveling in a southerly direction and moving rather slowly."

Dan Dougherty, driver of the hospital ambulance, was returning from the Cliff House when he noticed the mysterious light. It was very dark at the time, and he and several others watched it for some time. After hovering over the Park for ten or fifteen minutes it struck out in an easterly direction and finally disappeared. Dougherty is sure that the light was attached to an airship.

"While I am a trifle skeptical about the airship story," said Dr. J.H. O'Brien, "I am inclined to believe that the light was attached to some dark object. I first saw it about 6:30 o'clock Sunday evening. It appeared to be traveling in a southerly direction. As it changed its course I saw three other smaller lights, but only for a few seconds. I watched it until it finally disappeared, as I thought, some distance from Oakland."

Assistant Police Surgeon Thompson saw the light through a powerful field glass. As it traveled through the sky it had a waving motion and at times would become dim.

Dr. James F. Kearney saw the light shortly before 7 o'clock Sunday evening. At times it would become dim, but would immediately regain its brilliancy. He is convinced that it was attached to some dark object. As it passed over the bay he says he distinctly saw three smaller lights in addition to the larger one.

According to the stories told to Mayor Sutro by his employes at the Cliff House, the airship was seen in that vicinity about two weeks ago. Speaking about the matter yesterday, the Mayor said: "It was about dark one evening, about two weeks ago, when I reached the Cliff House, and, as I alighted from the car, a number of my employes rushed up to me and began telling me about having seen a strange object hovering over the Seal rocks. According to their story, the object came in from the sea and passed directly over the Cliff House, stopping its speed only for a second while over the Seal rocks. It seemed to be about 500 feet above the earth, and it was too dark to get a view sufficient to describe it. The bright light that seemed to be attached to the rear end of the object, apparently a searchlight, was visible to all, and as it passed rapidly out of sight, going in the direction of the city, it left my men full of wonderment as to what it could be."

A. T. Cooper, a mechanical engineer who has been employed in various rolling mills of the city, claims to have seen the mysterious airship through a powerful telescope on Sunday night, and he gives a detailed account of his observations.

"Sunday evening about 8 o'clock," he said, "I saw the airship through a telescope from Market and Fifth streets. With the naked eye nothing but the moving light could be seen, but through the telescope the machine was plain. To me it seemed to be shaped like a cartridge, and the light was on the rear end. At the time I saw the ship it was going in a westerly direction, and it continued on its way toward the sea till it disappeared. The end was flat, not pointed, and on it were four large propellers, which were similar to the large screws on ocean steamships. Two of these propellers were at the top of the back end and two were at the bottom.

"But the most surprising thing of all was that I saw two men standing within the machine, some distance in from these propellers. I saw them distinctly, because they walked about and, under the glare of the powerful light at the end, their movements could be easily seen. A friend of mine saw the same thing, and neither he nor any one else who looked through the telescope had any doubt that two men were in the machine. There were several who used the telescope and all of them plainly saw the ship and its occupants."

W.H. Menton, real estate and excursion agent of the Southern Pacific Company, has seen three remarkable lights floating in the air, and though he can by no means bring himself to believe that they came from an airship, he cannot account for them in any other way. Mr. Menton said: "At 8:20 o'clock Sunday night the elevator boy in the old Supreme Court building, at the corner [of] McAllister and Larkin streets, where I live, came to my room and told me to look at an airship in the sky. I looked out the window and just south of the panhandle of the park I saw three very bright lights close together. They all seemed to start from nearly one spot. Two of the rays of light were horizontal and one was perpendicular. It seemed as if one light was on the port side of an airship, if one may believe in such things, another was on the starboard side and the third was from the bottom and pointing downward. I watched the lights for some time, but could not reason out what caused them. They moved slowly southward and finally dis-

appeared in the distance over Clarendon Heights. The lights seemed to be 200 or 300 feet above the arc lights near the park. These electric lights were dim, but the mysterious lights were bright, being fully three or four times stronger. The rays were long and narrow and seemed to fade away from the central point. I was not the only person who saw the lights. There must have been 200 people in the street looking at them, for I watched the peculiar rays for ten minutes before they faded away entirely. Many people were watching from their windows and I could hear persons in the street talking about the lights."

Joseph K. Carter, the expert who has been retained in the settlement of the Pacific Bank troubles, says that on Sunday evening while returning from Berkeley he reached the ferry at 6:15 o'clock and boarded a Howard-street car to go to his home in the Mission.

"After taking a seat on the dummy," he said, "I heard the gripman tell some of the passengers about the traveling lights he had seen on his down trip. All looked, but could see nothing from that point. As we made the turn into Howard street at East street the strange beacon was in full view. I don't pretend to account for it, but I know what I saw—a light, not like the fitful, flaring light of a hot-air balloon, but a steady electric flare. Except when it was obscured by tall buildings, we saw it until we neared the Mission, when it was lost in the mist. It seemed to be moving closer to the earth. Whether it was going with or against the wind I cannot say. I only know that it was something out of the ordinary."

Out in the Western Addition a big crowd of people watched a mysterious glare in the sky for over half an hour early last evening. Most of them jumped to the conclusion that it was the headlight of the airship, but a few of the skeptics who investigated the matter thoroughly declare that it was a fire balloon and nothing else. In support of their ideas they say that the light was of a dull red color, and that it drifted out to sea with the wind. So great was the excitement in the Mission that many people living down in the hollows actually took the gleam of the electric lights on the crests of the hills, as evidence of some strange phenomenon and gazed up at the brilliant flickering for a good while before they found out their mistake.

Over at San Leandro and Haywards there was a mysterious atmospheric seance on Sunday night that was witnessed by several people. Each of them, since his experience, has been the center of a little knot of admiring friends, and every half-hour there is a levee and a period of speech-making, during which the all-absorbing topic is the "What is it?" let loose on the good people of California.

B. Taffelmire, foreman of the Oakland, San Leandro and Haywards Electric Railroad power-house, saw the thing and saw it distinctly. He was standing outside the power-house at Elmhurst, and just before 11 o'clock the new planet came into his ken. Its magic electric light was on show, as usual, and the side lights were glittering away like demoniacal eyes. Their gleam played on the sides of a long, narrow object that seemed to have the shape of an outrigger racing boat. The lights were about half a mile away from Taffelmire, and as he watched them they passed rapidly over Haywards going in the direction of Suno[il].

George Silva, a barber, saw the object at the same time. His description of its appearance is the same as that given by the electrician.

William Umhoff, a contractor and builder of Haywards and one of the oldest residents of Alameda county, is another who stands up boldly and affirms that he saw a real airship right over his head. He said yesterday: "I had a good view of it and cannot be mistaken about its shape or appearance. It had one very large bright light in its bow and two others at either side. I don't drink and never suffer from the staggers and I know what I am talking about. The six thing was an airship and nothing else. It passed rapidly over the hills toward Suno[il] and ran along with a wavy motion, just like a vessel in a moderate sea. I watched it till the Coven ridge shut it out from my view."

Edward Davis, Tim O'Neill and A.B. Hartnell are three young men living three miles from Haywards who not only saw the object but actually had the audacity to chase it for about half a mile over the hills. They were walking along a wagon trail on Coven ridge Sunday night when the lights came into view directly over the crest of the hill in front of them. They stood and watched it for a few moments as it sailed directly over their heads, about 400 feet from the ground, and then they turned and ran along in the same direction. It was going only about four miles an hour and its bulk was distinctly visible directly above them. They had been following it for about five minutes at a steady trot, they say, when O'Neill saw a head peer out over the side of the machine. The object immediately began to gain speed and in a few moments passed swiftly out of sight, going, all three think, at fully twenty miles an hour.

Haywards and San Leandro are full of stories of this character. If Attorney Collins has filed an application for a patent on an airship the knowledge has not yet leaked out in Washington City. A dispatch from there yesterday says:

"At the Patent Office to-day nothing could be learned of any application for a patent on a flying machine alleged to be making successful flights in the neighborhood of Sacramento. The rules of the office forbid any disclosure of the names of the applicants or the character of inventions for which they seek protection. Inquiry among the patent attorneys who are known to control the Pacific Coast business has failed to disclose any knowledge of the alleged success in aeronautics. Professor Langley of the Smithsonian Institution, who has experimented scientifically for some time to demonstrate the best methods of solving the question of aerial navigation, excused himself from discussing the matter. His manner indicated plainly that he gave little credence to the Sacramento reports."

Concerning the connection of Dr. Benjamin with the alleged airship the following dispatch received last night from Woodland says: "E.H. Benjamin, reputed to be a dentist, has visited this city several times during the past year. His visits were generally of a few weeks' duration. He was never engaged in business here permanently. He is quite well known and is spoken of as being a very intelligent man. As far as can be learned he never built or spoke of building any airship in Woodland, and if was an inventor no one knew it."

An Oroville dispatch to the "Chronicle" last night says: Dr. F.W. Benjamin of this town is an uncle of Dr. E.H. Benjamin, the reputed inventor of the airship, which is attracting so much attention. Dr. E.H. Benjamin comes from Maine, and has been in California about eight years. Dr. E.H. Benjamin is an inventor and was in Oroville on Sunday, November 15th, to see his uncle upon business. He left here to return to San Francisco on the morning of the 16th. Dr. F.W. Benjamin says his nephew is of an ingenious turn of mind.

"The airship that attracted so much attention in Sacramento and which was believed to have started from this locality appears to have been seen by a number of residents of this section or else their eyes deceived them. M.H. West, one of the oldest and best-known citizens of this town, says a gentleman told him he saw the moving light with something attached to it. He was unwilling to be thought a fool, hence would not give his name to the public.

"A young man, while out driving saw a mysterious light in the south, but was unable to tell much about it, yet realized that it was something out of the common.

"Mrs. George H. Elvins, wife of the superintendent of the Banner mine, a few miles from Oroville, and near the edge of Table mountain, has seen a bright light in the heavens. It was not a star, for the sky was overcast with clouds, and the stars could not be seen. She could not tell whether anything was attached to the light or not.

"S.B. Onyett and wife of Palermo were returning home from Oroville when they saw a moving light in the heavens, but were unable to distinguish anything of the size or shape of the body attached to the light. They were unwilling to say anything about the matter at first because they were afraid of being laughed at."

A Santa Cruz dispatch under date of yesterday says: "Several people here claim to have seen an airship sailing over this city at night a few days ago. They say they thought at first that it was three stars moving in a straight line, but are now convinced that it was an airship."

In response to a message sent to Berkeley from this city last night, saying that a mysterious light was visible here and asking if anything of the kind could be seen from that portion of the bay, an answer was received to the effect that the light had passed over the Berkeley campus, moving with the wind in a northwesterly direction, and that it had been seen in transit by several people.

An Oakland dispatch says: "A man representing himself as Manager Alexander McEvoy of the 'American and International Detective Agency' of San Francisco, spent a to-day at Piedmont, and claims that he has exploded the airship story as far as Oakland is concerned. He gave it out here to-night that he went there in the interests of a San Francisco paper, and succeeded in finding a boy who has been flying a wonderful kite. The latter, according to McEvoy's story, was about 9 by 12 feet in size, and by a movable battery a light was operated on it. There were reflectors around the light to increase its brilliance, and it was claimed that by the use of the two lines the kite could be swung across the heavens. He claimed that he made a series of experiments to-night. Lights were seen over Piedmont to-night."

1896 November 24 (Tue) San Francisco Examiner, p. 9. (card 1)

HAVE YOU SEEN IT IN THE SKY? / The Light that Never Touches Land Nor Sea. / Last Night It Made a Visit to the St. Nicholas Hotel. / An Hour Later a Detective Saw Two Men Send Up an "Airship." / AERIAL LAWYERS FROM BLAIR PARK. / The Reputable Citizen All Over the Coast is Now Telling What He Sees When He Stays Out Late. /

The historic bird of Sir Boyle Roche which contrived to be in two places at the same time would, notwithstanding his varied accomplishments, have had a ~~parous~~ parous time to keep up with California's pet "airship." The monster is everywhere by turns and nowhere long. In Tulare he flaunts a scornful tail in the face of the cocked-up moon; in Sacramento he goes kiting up and down the midnight heavens; in San Francisco he has wheels; in Oakland he clanks a wild uncanny clink, and in Siskiyou he flames in the forehead of the morning sky.

Even since the fabled Daedalus melted his waxen wings in the heat of the inconsiderate sun it has been the dream of the dreamers to spurn dull earth and sail the ether blue; and now at last a California dentist soars in the empyrean, defiant and clanking. Can this be the Shortridge Thunderbird once more come to terrify the gounlings with his ethereal flights, or is it merely a scarecrow that blew away? This extraordinary bird was again much in evidence last night. Possibly he had not sense enough to go ~~max~~ in ~~the~~ out of the rain. Perhaps he was starting away to Washington to get out a patent on himself. But never fear; we shall all hear from him again--this unfeathered songster. The papers have been wont to brag about the "ubiquitous reporter," but his ubiquity is a small circumstance alongside of the prevalence of this flying scarecrow. California can't lose him, and what is more, cannot spare him so long as the silly season endures.

From Siskiyou to San Diego and from the Sierra to the Sea this blessed fowl parades the heavens like a weathercock wary of sitting on something that won't hatch, and the whole State say, More power to his ~~arm~~ elbow, and may his shadow never grow less, for by and by when we find his nest we will ask him to deliver us from Mr. Huntington.

Perhaps that's the reason that, o' nights, so many San Francisco people now follow the advice of the Concord philosopher and "look up and not down."

That ghostly light, balloon or whatever it is, passed over the southwestern portion of the city last night, between 9 and 9:30 o'clock. Dozens of people saw it, and all agree substantially as to what they saw. They agree that it was a large round steadily burning light as bright as an electric arc lamp and of a decidedly reddish hue. It was first seen in the direction of the Potrero and moved steadily but rapidly over the city at a height of several hundred feet, finally disappearing off in the direction of the Park.

Some one in the St. Nicholas Hotel, at the intersection of Hayes and Market streets, saw the light about 9:25 o'clock, and called the attention of others to it. Soon everybody in the hotel crowded to the west windows looking out on Polk street. From that point a view of the entire northwesterly portion of the city can be had, and those who reached good points of observation first watched that moving light and shouted back to those behind them tidings of the movements of the sky-traveler.

Mrs. A.M. Gardner of Napa, wife of Dr. Gardner, Superintendent of the Napa asylum, was one of these. "I saw this object or light or whatever it may be, first way down in the direction of the Potrero," said she. "It rose slowly and steadily until apparently about the lower cloud line. I could see nothing but a large red light, as large as a big incandescent light. It was rainy and dark out, but I could see the light move across the city. It had a sort of wavering motion, but, as I say, moved forward steadily and in one plane. I could see nothing behind, or below, or above the light--nothing to which the light could be attached. Once in a while it would disappear for a second as if going behind a cloud. The last I saw of it it disappeared over between the towers of St. Ignatius' Church, and was apparently moving toward the Park and ocean."

Dozens of others around in that section of the city stood out in the rain in the middle of the street and gazed in absorbed wonder at the sight.

Barkeeper Meyer, in the saloon at No. 5 Ninth street, gave the alarm to those persons within earshot. He dashed out into the middle of Market street bareheaded, coatless and breathless and yelled in wild delirium:

"Look at the flying machine!" A crowd soon gathered. In it were many presumably sober men, among them Dr. J.A. Black, J.S. McDonnell of the St. Nicholas pharmacy, Charles P. Barbee and James Kennedy of 1604 Market street and James McDonald of 1218 Mission street.

Switchean A.L. Francis, who swings lanterns for the Sutter-street road at the Market-street crossing, said he thought it was one of his cars broken loose, and he caught himself waving a signal toward the heavens to warn the aerial traveler off from earth. He said the light looked for all the world like a Sutter-street car headlight off duty. All the barkeepers in the neighborhood were especially valuable afterward in telling of the sight and they mixed drinks and talked of red lights for the rest of the night.

Alexander D. McEvoy of the American and International Detective Agency, whose office is in the Mills Building in this city, last evening discovered the source of at least some of the mysterious lights, perhaps all of them. By quiet investigation he learned that Blair Park, in the northern suburbs of Oakland is the place of operation of two men who have been hoaxing the people of Oakland and this city. He stationed himself in the park and watched for what he might see. At exactly twenty-eight minutes after 10 o'clock he saw rising from his station point, a high shelf on the Piedmont hills, about five hundred yards from his place of observation, an object kite-shaped, about ten feet in length, with wheels like little windmills. On the sides of the structure were lights, and from it hung a Japanese lantern, red in color and about one foot in diameter. It moved slowly before the wind. He plainly saw two men on the point and accosted them as they descended the path. They told him that they were sending up objects such as he had seen to mystify the people and to give them material for newspaper articles.

"There is something in the air," that is plain, but people who have seen this something differ in their descriptions to such degree that this errant light might be anything from a Quixotic planet to a flagrant drug store. Yet these same people who give the descriptions are trustworthy citizens with reputations for veracity equalled only by the mariners who have seen the sea serpent.

Attorney George D. Collins has been credited with knowing a thing or two about this fly-by-night aerial rover. A large part of this credit is traceable to another lawyer, a law college classmate of Collins, Frederick Bradley of the firm of Stanley, McKinstry & Bradley. He is an old friend of Mr. Collins, but whether he will maintain the friendship seems to be in doubt. Yesterday Mr. Collins was inclined to send heavenward that prayer of all men in public life: "Lord, deliver me from my friends." Perhaps Mr. Collins is inclined to be cautious and over-sensitive. The newspaper men and flying-machine enthusiasts who called upon him at his house on Union avenue, Alameda, Sunday night were extremely attentive, and they left there early the next morning after an all-night vigil on the front porch. And that new turkey-red carpet in the outer reception room of his office in the Crocker Building, of course, was ruined by the throng that tramped over it yesterday. But about the vigil on the porch and the destruction of the carpet, Mr. Collins will see Mr. Bradley later.

Mr. Bradley says that Mr. Collins told him on Thursday last that he had seen an airship of wonderful construction, but Collins now says that Bradley "has wheels," or something worse.

"It was on the 12:15 o'clock ferryboat, last Thursday night," said Mr. Bradley, yesterday, "that Mr. Collins told me he had been to see a wonderful air ship invented by a client of his. He made no secret of telling me and I did not consider that I violated any confidence when I told a friend about the thing the next day. He told me that a man whom he had never seen before had come into his office Wednesday and said that he desired to get out a patent on an air ship. When Mr. Collins asked for details the visitor invited him to inspect the marvelous affair, and they made an appointment to go together, the day following. They went, taking the Oakland ferry and then the train. Collins told me just the place, but I do not like to state.

"They walked some distance after leaving the train and stopped finally at an old barn. It was locked, but Collins' client had the key. On entering Collins saw, as he told me, a strange-looking affair made of white metal, and this metal, he was told, was aluminum. His guide did not explain much to him, but invited him to get on and have a ride. Mr. Collins declined to do so, but his guide climbed up, pulled a rope that drew aside a big skylight, turned a clamp or two that set some unknown power in action, and the white machine, with the man on it, shot up into the air. It had two side flaps of some flexible material that worked slowly, with a wing-like motion, like the pinions of a large bird. It rose steadily upward for about 200 feet and then descended easily and touched the ground within ten paces of the place where Collins was standing.

"He told me he did not have time to make a very close examination. He noticed there was a big light forward, like a searchlight. There was a sort of cabin, and his strange guide told him this craft could carry six men, and that he was satisfied he could make one that would carry twenty men easily. Moreover, Mr. Collins told me that he and his client returned together to the city and parted from each other with the understanding that they should have a trial trip on Sunday or Monday and invite several friends. Mr. Collins invited me to go on this trial trip, and I have been waiting to get word from him to know the time and place. I intended merely to get a good look at the thing, for I have too much regard for my life to take any experimental voyages."

That's Mr. Bradley's narration of Mr. Collins' statement to him. What Mr. Collins said yesterday to a newspaper man was entirely different.

"The notoriety I am getting about this airship matter is getting to be more than monotonous," said he with a show of righteous indignation. "Bradley must have been drinking to have imagined I told him all such rubbish. Most emphatically I deny having ever told him anything of that sort, and I can't imagine what he means by putting up any such a joke on me. I have never seen any airships and never proposed to take a ride in one.

"All I know of airships is just this: On last Wednesday a man came to me, introduced himself and said he desired to get out a patent for an airship. He started to tell me about it, but I interrupted him to ask if he had a model of his invention. He said he had not. I told him we could do nothing about getting out a patent until he had a model, and he went away saying he would get a model made and would come back this week. I took his name and address, but I do not feel at liberty to give them ~~out~~ out. I presume he will call again, and I will do what I can for him. Perhaps he went to some one who knows Bradley to get that model made, and in that way Bradley fixed up that long yarn about me.

"I have been dumfounded to see some of the statements credited to me that have appeared in some of the papers. I never told any one that I had a rich client from Oroville, or that his name was Dr. Benjamin, or anything of that sort. All I know about airships I have told you now, and I am prepared to take my oath on this. I have been grossly misrepresented, and I wish I knew of some way of getting redress: but I do not.

"This Dr. Benjamin referred to is a dentist. He is a client of mine and an old friend, and I am trying to help him get out a patent on a new sort of gold crown for teeth. He has been experimenting for some time and calls upon me frequently. He has nothing whatever to do with the airship project."

Up to about two months ago Dr. E.H. Benjamin was employed in the piano department of Sherman, Clay & Co. He left there because he desired, as he explained, to practice his profession, dentistry, and he set up an office in the house occupied by Dr. S.W. Dennis and his son at 113 Powell street. While there he has been engaged upon several inventions, all in the line of dentistry, so far as known by Dr. Dennis. He has been rooming at 633 Ellis street, but he left there yesterday, leaving word that he would not be home for a week. Evidently he went to Oroville, for a telegram from that town to "The Examiner" received last evening gives the information that he laughed at the suggestion that he knows anything about any air ship and declared untrue the whole story of his connection with an aerial traveler.

Mayor Sutro recalls that when he arrived at the Heights at 8 o'clock in the evening about three weeks ago he found all of his servants standing in the yard discussing a peculiar object they had seen a few moments before. The Mayor says his servants told him that they had seen something fly in from the ocean not more than 500 feet from the ground and pass rapidly eastward. The men said they could distinguish a row of lights on the side of the object and a large white light resembling a searchlight at the rear.

The strange lights were seen also by several persons in this city. All who saw them agree sufficiently as to the speed and the direction in which they were moving to prove beyond all question that they were not of meteoric origin as was suggested at the time.

The most reliable information that can be obtained in regard to the strange light over Oakland on Friday night last is from G.B. Daniels of

Piedmont and his family. Mr. Daniels is a well-known Oakland business man and his father is an attorney and formerly was Police Judge. Both father and son saw the light.

"My father was on the car with the passengers who saw this air ship," said G.B. Daniels yesterday. "The car was standing at the transfer point at the corner of Twenty-fourth street and Broadway. All saw this light which seemed to be over St. Mary's College, and which moved toward San Francisco in a southwesterly direction. None of them at that time said they saw any air ship or anything else except the light, but you never can tell what a person will see after he has been thinking over things for a while. Out at the house my family all saw the light and they called my attention to it. It looked to me just as the searchlight at the Midwinter Fair used to look from my house. None of us, however, thought that we saw any ship or heard any noises, but it moved too steadily and slowly and too near the earth to be a meteor.

George E. Plummer of San Antonio avenue, Alameda, well known in society and in politics across the bay, believes that he has seen the air ship. On Monday night, November 16th, he was going home with his wife at about 9 o'clock from a whist club gathering where only personal service was served when his attention was attracted by something that looked like a fire balloon in the sky over the hills in the direction of San Leandro. "It was moving apparently though I cannot say that it was going very fast," he said yesterday, "and it appeared to me very much like a balloon. The light was white and brilliant as a star. I was struck with its brilliancy and never saw anything like it before. It is not a fact that I heard winging, nor was the song, 'Just Tell Them That You Saw Me.'"

LIGHT OVER WOODLAND.

A Physician and an Attorney Saw the Strange Thing of the Air. WOODLAND, November 23.—Several citizens of Capay insist that they saw something like a ball of fire traveling southward Sunday night. It was in sight about an hour. Dr. Morris, a trustworthy citizen, saw an object about 7 o'clock Sunday night west and south of Broderick. He thinks it was 400 or 500 feet high. It looked like a ball of fire, save that it was not red, but pale like an electric light.

Ed Mering, a well-known lawyer of this city, says he saw a strange light a few nights ago, but thought it was a meteor. I was so slow and eccentric in its movements that he remarked when he reached home that he had never seen a meteor like it. He decided to say nothing about it, and only changed his mind when the matter became a topic of general public interest.

No Patent Asked.

WASHINGTON, November 23.—At the Patent Office to-day nothing could be learned of any application from California for a patent for a flying machine.

[Cartoons: Vanquished, the Sea-Serpent Prepares to Die of Grief. Mr. Huntington's View of the Aerial Flight. "Same Old Octopus," Said the Mayor. Nat Goodwin Believes It Is Following Him. Just Before Attorney Collins Woke Up.]
1896 November 24 (Tues eve) Oakland Tribune, p. 1. (card 1)

A MYSTIC CLUE AT LAST / George Carleton Knows Who Made the Mysterious Airship. / A PLEDGE TO SECRECY. / He Insists Though That the Matter Is Thoroughly Reliable. / THE TALE OF THE TEST. / No One Reports Any Flights as Occurring Last Night. /

It looks as though the mysterious flying machine has shaken the Scotch mists of Oakland from its wings. When last seen it was heading S-S-E, and last night it did not make its appearance at all. The weather may have been too wet, or the apparatus too far away. But had it appeared probably no one could have been much wiser, for this unknown Darius Green is wrapped in mystery, and when he alights from his aerial flight evidently folds up his invention, tucks it up under his vest and quietly goes up the back stairs so as not have to answer embarrassing questions from his family and the cook as to "where he was at."

Yet this man of mystery has taken more than one into his confidence and that one has told a friend, who told George Carleton, the city electrician, singer and pioneer of Oakland. Nearly everybody knows Carleton and will attest to his reliability. He will vouch for the honesty of his informant and his informant swears that the man who told him that he saw the wonderful machine work is reliable. All of these men know the name of the inventor. Carleton is the one who told the story this morning but he kept all names to himself. "I was pledged not to divulge them, and I'd saw my leg off first," he replied to all questions touching identity.

"I heard the story last night from a friend of mine who is also a member of my lodge of Masons. It was he who talked with the man who saw the machine, and I was told the name of the inventor by my friend. As I understand it, the trip was made near Oroville. The inventor made an ascension of several hundred feet, flew off four or five miles, circled around a few times and landed as nicely as could be. This my friend's friend saw. Both men are reliable and neither of them have figured in the matter before."

There are many skeptics and many believers in the mysterious airship. Theoretically, such a machine is certainly within the pale of possibilities, and the fortune that awaits the maker of a successful machine is enough to enlist plenty of capital. John Lockhead, a San Francisco mechanic and inventor, made one a few years ago. His model worked like a charm, flew around the laboratory and heeded its rider well. The late William C. Ralston, formerly president of the Bank of California, became interested in the affair, and spent, it is said, \$100,000 in constructing a large machine. Miscalculations were made somewhere, and it never worked. Ralston was drowned off Heigge wharf soon after the unsuccessful trial, and as the purse was withdrawn a new machine was never made.

The Pennington Company of Chicago had a patent which worked quite well successfully and was on display at the World's Fair, but the owner of most of the stock went "broke" and nothing was done with the patent. 1896 November 24 (Tues eve) Woodland, Calif., Daily Democrat, p.3 (ed)

WAS IT AN AIRSHIP? / Curious Phenomenon Witnessed by Two Reputable Citizens of Woodland. / Three Bright Lights Followed by a Brilliant Train Passed Directly Over This City. /

That there is a mysterious light moving about in the upper atmosphere, there seems to be no doubt. So many reputable and truthful people have seen it at various times and places that it does not seem reasonable that they can all be victims of a hallucination.

We do not take any stock, however, in the generally accepted theory that the mysterious object is an airship. It is more reasonable to suppose that it is some aerial phenomenon produced in a perfectly natural way and susceptible of a rational and scientific explanation.

In the Examiner of today is a story of a mysterious light seen navigating the air in the vicinity of Woodland on an uncertain date. The Democrat is able to throw some light on this story.

About three weeks ago, and several days before the phenomenon was first announced from Sacramento, L. Charmak and a gentleman who requests us to withhold his name were standing in front of Mr. Charmak's place of business. The hour was between 8 and 9 in the evening. Suddenly a moving light, or, more properly, lights, appeared in the southwestern portion of the city. Mr. Charmak's attention was called to it. The unusual visitor was traveling in a northeasterly direction, and when first seen was apparently over the residence of A.D. Porter.

As it reached Main street it suddenly arose 100 feet or more, but continued its forward movement in the same direction. It traveled more slowly and it was half a minute from the time it came in sight until the Capital Hotel shut it out from view.

While it was traveling broadside Mr. Charmak and his friend had an opportunity to get a good view of it. There were three distinct lights closely resembling an arc light. They were close together and a uniform distance apart, and were followed by a long train of light like that which usually follows in the train of a shooting star, except that it was white.

Their first thought was that it was a meteor, but its proximity to the earth, eccentric movements and unusual form hardly warranted such a theory. The more they thought about it the more their doubts increased. The circumstance was not mentioned at the time except by the gentleman who was with Mr. Charmak. In the family where he boarded he spoke of it, expressing the opinion that if it was a meteor it was the most extraordinary phenomenon of that character he had ever witnessed.

Neither of these gentlemen pretends that the mysterious light they saw was an airship. They have no theory to account for it. They related what they witnessed, and people can draw their own conclusions. 1896 November 25 (Wed) San Francisco Call, p. 1 (card 1)

MISSION OF THE AERIAL SHIP / Will Probably Be Used to Destroy the City of Havana. / ITS DESTINY IN GENERAL HART'S HANDS. / Interesting Details of the Powers of the Mysterious Conqueror of the Air. / VAST FORTUNES IN EXPECTANCY FOR ALL CONCERNED. / Oakland People Claim to Have Seen Intricate Evolutions in Midair—Venus and Juniter as Fair Deceivers. /

Ex-Attorney-General W.H.H. Hart now has charge of the destinies of the airship, which has hitherto been under the legal wings of Attorney George D. Collins. The reason for the change is said to be due to the loquacity of Mr. Collins. The inventor, who is said to be extremely desirous of maintaining in his income, thinks that Collins talked not wisely and too much.

General Hart admitted his new and mysterious responsibilities yesterday and then made the sensational announcement that the airship was to be used in the service of the Cuban insurgents and intimated that Havana was to be the first point of attack.

While the new custodian of the secrets relative to the aerial mystery states that he has not himself seen the wondrous invention he expresses himself as confident that it can do all that has been ascribed to it by those who claim to have seen it in operation above the earth. He expects to make a fortune out of it for all concerned within a few months.

It is now reported that the inventor is a Dr. Catlin, who was assisted in the work of construction by Dr. E.H. Benjamin.

While The Call is not in a position to give it as a positive fact that a successful airship has been constructed and put into operation, neither is it prepared to say that the thousands of people who claim to have seen such a thing are mistaken. In this connection it regrets that it has to call attention to two deliberate attempts of the Examiner to play upon the credulity of the people.

One of these attempts was made in Oakland on Monday and another hoax was attempted in this City last night. Both were feeble and ineffective, and acted only as boomerangs on that "Mensch of the Faker".

Considerable excitement was created in this City last night by the mistaken idea that got abroad that the airship was visible. The peculiar flight of Venus across the western horizon and the brilliant reflection from Juniter in the east caused this false impression.

Oakland again contributes an interesting chapter to the aerial history of the past week. Among other things it is asserted that the airship was seen performing intricate evolutions in midair.

All the secrets of the mysterious airship are now in the hands of ex-Attorney-General W.H.H. Hart. The responsibility of their keeping was legally transferred yesterday from George D. Collins to that gentleman.

Mr. Hart spoke freely and fully of the machine, but declined to divulge the name of the inventor and owner, its present location or its mechanism.

It was learned by a Call reporter from another source, however, that the name of the inventor and owner is Dr. Catlin; that he was assisted in his work by Dr. E.H. Benjamin and George Applegate, and that the machine is housed within a short distance from San Francisco.

Attorney Collins was visited by the airship inventor yesterday morning, and according to Mr. Collins' story, the latter asked to be relieved from anything further to do with the aerial mystery. His client, he said, asked him to recommend another attorney, and the result was that a visit was paid to the office of the ex-Attorney-General, whose offices are a few flights higher up in the Crocker building. After a short consultation the mysterious client was under the legal protection of Mr. Hart.

"General, I understand that Dr. Catlin, the inventor of the airship seen in various parts of the State within the past week, has placed his interests in that wonderful creation in your hands," was the first remark addressed to the new custodian of the secret, of which the world is to-day anxiously and impatiently awaiting an explanation in detail.

After admitting that such a transfer had been made only a few hours before, the ex-Attorney-General, without further preliminary, went on and made a series of most astounding revelations in reference to the machine and its ultimate purpose. This is his story exactly as he told it:

"There are two inventions and they are very much alike. One was perfected in the East and the other in California. I have been concerned in the Eastern invention for some time personally. The idea is to consolidate both interests."

"I have seen the machine invented in the East and I am convinced it will work all right, and from what I have been told I don't see any reason why the machine invented in California cannot be worked."

"My plan of utilizing the invention would be different from that of other people in the way of making money out of it, and in order to do so there would have to be complete secrecy in regard to it."

"I have very little doubt the California invention will work. The whole trouble in the problem of aerial navigation has been a question of motive power. In this they have the right motive power, which is without question sufficient to work the ship, and that is by electric storage batteries."

"My plan of operating this invention requires it to be kept as secret as possible. I propose to use it wholly for war purposes, and within the next five or six months it will be put to the test."

"From what I have seen of it I have not the least doubt but that it will carry four men and 1000 pounds of dynamite."

"Before it is brought into practical use, however, two important modifications must be made. It must be so constructed that if it should be injured while over a body of water and drop, it will float like a boat. The bottom will also have to be protected so that the cylinder cannot be penetrated by rifle bullets or weapons of small caliber."

"Because we expect to use it for war purposes is the reason I will not give the names of the persons who are interested in it. We don't want to be arrested as filibusters on the first trial of the machine."

"This machine will be tested in the neighborhood of San Francisco from time to time. I don't expect to see it myself or even get a look at it. I have had a full description of it, however, from the people interested. I was with them this afternoon for some time."

"I believe it can be used so that the inventor and the parties interested can make from \$5,000,000 to \$10,000,000 out of it in five or six months."

"Four men or two men can operate it. From what I know of it, I am quite convinced that two to three men could destroy the city of Havana in forty-eight hours."

"This machine is being tested in California owing to the favorable character of our climate. There is one drawback to the invention and that is that the inventor cannot cause it to stand still; it must be kept moving like an arrow. Otherwise it is under perfect control. There is no doubt about this. It can be made to rise from a dead standstill. I cannot go into details about its construction, but will admit that it is of cylindrical shape, is built of aluminum and has wings, but I cannot tell you even how many wings it has."

"I do not know yet whether or not an application for a patent has been made. But if one has gone on to Washington I shall try to withdraw it, as I do not think it will be good policy for us to let the information that would thus be furnished become public, owing to the purpose for which we first propose to use it. We would rather make \$5,000,000 in six months than \$100,000 for fifty years."

"I am quite positive that The Call is right in what it has reported, but I can't say, of course, whether this machine is the one that has been seen by the people of Sacramento and other towns."

"Before the invention is put to a practical test as a war engine it will be remodeled with the changes I have suggested, and the new machine will be a combination of both inventions."

"Does the inventor, your client, sail on these trial trips that are being made?" was asked.

"That I cannot tell you, because I have not talked of this phase of the matter with him."

"How much longer will these experiments in California continue?" "That I can't tell you, but probably until they become fully satisfied with the working of the ship."

THE FIRST TRIP. / Over One Hundred Miles Covered in a Few Hours. / Probably the most interesting story told of the much-talked-of airship comes from one recently admitted into the inner circle of con-

fidence and who it is believed carries a little bunch of airship story in his inside pocket. It was only under a promise of concealing his identity that he consented to tell of what he knew of the recent movements of the mystery of the clouds. In speaking thereof, he said:

"One of the surprising features of the affair is that the inventor has been able to keep his invention away from the prying eyes of the public so long. As you may suppose, it took some time to construct the ship."

"Where was it constructed?" he was asked.

"Well, it is no use to keep that a secret any more than it would be for a hen to keep secret the location of her old nest after the brood is hatched and away. It was built not such a great distance out of Oroville at the home of the inventor's aunt. The statement of other parties to the effect that the material was brought from the East and put together in this State is correct. The men worked hard for some time to get the parts together in the right shape, and several short experimental flights were made to test the batteries and machinery."

"Then electricity is the power used?"

"Yes; one of the forces of nature that is made use of. The ship carried a storage battery. The hull is of aluminum. But I must not say too much about the thing itself, for I have never seen it yet. The first night that it was seen by the people in Sacramento was the first time that the inventor made a practical test of the strength, buoyancy and speed of his ship."

"He started out alone, for, to tell the truth, even his assistants were a little timid about venturing off the earth. Well, the doctor started out alone and went to a great elevation, when he discovered that one of the corner bearings was becoming heated and he wanted to get nearer the earth. He slowed up his speed and began to come down, and as he approached the earth he realized that he had lost his course to some extent, for he could not clearly make out the nature of the country over which he had been and was passing."

"High hills and low hills have about the same appearance to a man high up in the air, you know. At last he made out that he was approaching a large town, for he saw many electric lights, and in order to be sure of his bearing and location he steered straight for the lights. He soon recognized that he was close to Sacramento. To tell the truth he had dropped lower than he intended and the lights on the airship attracted the attention of a large number of people of that city."

"The next morning an account of the mysterious light in the sky over Sacramento was published in The Call. The people of Sacramento made one mistake, and that is they did not hear voices. It was the noise of the machinery and the hum of the wheels that they heard and mistook for voices and songs. I have no idea that the doctor either sang or talked to himself, for he was entirely alone, as I said before on the first voyage."

"He spent the night sailing around in the sky and about 3 o'clock in the morning he landed in the barnyard of a farm situated in one of the bay counties. He put his airship into the barn and locked the door, for he had previously made arrangements to that end. The ship worked splendidly and behaved most satisfactorily. Of course there were improvements to be made and several changes were necessary. But taken on the whole everything went well."

"This was the very first trip of this airship. Since then he has been out nearly every night, so I am told, and as he has not limited himself as to distance the ship has been seen at night by people in many localities. There, that is all I am going to tell you this time. /AN INVENTOR'S OPINION./ Dr. C.A. Smith Has No Doubt That an Airship Is Being Tested."

"Have I seen the airship? Well, I can't say that I have," said Dr. C.A. Smith, the inventor, when seen in his office in the Spreckels building last night. "But I have no reason to doubt that it is an airship the people in this City and other cities have seen in the heavens for the past few nights."

"I have been experimenting on air machines for the past forty-eight years and have invented no less than thirty useful machines, some of which have been used in every State of the Union. I know of its practicability as I have had a model running through the air."

"I expect to have machinery ready for business in the beginning of next April to make a trip across the continent. It will be 100 feet long from bow to stern and 125 feet cylinder. The main body will be 125 feet long. The front end will be a cone, as it is a scientific fact that a cone presents less resistance in passing through the air than any other solid body. The gas compartments will be in the upper portions of the cylinder and cone, and after being filled with hydrogen and acetylene gas, recently discovered, they will be hermetically sealed. The sheet aluminum to be used is lighter per square foot than the oiled and varnished silk used in making balloons."

"The rear end of the ship will be made like a frustum of a cone and the air will thus pass freely back to the propeller, which will drive the ship. In the interior will be a cabin for passengers 35 by 40 feet, entirely partitioned off from the gas. In the bow inside of the shell will be a pilothouse, from which the rudders will be operated and controlled. It will have windows, so that the pilot can see in all directions."

"A horizontal rudder of sufficient dimensions will steer the ship up or down, and a vertical rudder will steer it to right or left. Both will be on the stern. The wings will extend the full length of the cylinder and in flight will be used as aeroplanes, like the wings of the larger birds, and in crossing currents of air they will be closed. When in a light atmosphere, too light for the gas, the wings can be utilized to carry the ship up into the atmosphere."

"There will be a wellhole in the bottom for an anchor and above

will be a capstan on which the rope will be wound. The ship will land by deflecting the wings and the horizontal rudder; the propeller will drive the ship forward, the aeroplanes, wings and rudder steering it to earth. It will pass above a platform where an anchor rope will be fixed, and the capstan will then draw it down onto the platform."

"I can get a Maxim engine which weighs 320 pounds and produces 100 horsepower. The ship will carry from twenty-five to thirty passengers. I calculate that the ship will run at a speed of 100 miles per hour and perhaps more."

"As to light, we can have a storage battery to give all that is necessary. The gas will be inclosed in aluminum compartments, so that it cannot escape, and this will insure permanent buoyancy, and, as a consequence, absolute safety."

"I do not know who is the inventor of the airship that people say they see flying through the atmosphere. When it is placed before the public it will, I think, be seen that it is identical with the one I have described."

VENUS AND JUPITER. / These Celestial Orbs Mistaken by Thousands for the Airship.

An amusing phase of the airship mystery was developed last night, when that inoffensive planet Venus, sinking in the west, was mistaken for the clipper of the clouds scudding across the empyrean. That the bright light which excited the curiosity of many thousands on Market street about 6 p.m. was nothing more than Venus there seems to be no room for logical doubt in view of a statement obtained from such an authority as Professor Davidson last night.

Avoiding scientific details it will be sufficient to say that the planet Venus is at this season of the year almost at the full, and may be seen any clear evening after dusk traveling rapidly from east to west until she disappears below the horizon.

As soon as the professor heard the story, shortly after 7 p.m., he got out his telescope and had no difficulty in identifying the supposed airship as an ordinary, everyday star.

At 6 o'clock last night or thereabouts the cry was raised on Market street that the headlight of the much-talked-of airship was plainly visible at a lofty altitude in the neighborhood of the Chutes. Excited groups of men and women rapidly gathered in every direction and all eyes began to scan the skies. Sure enough a bright speck of light was at once distinguished high in the heavens and at that time seemed to be out toward the west in a line with Market street. After an interval it was noticed that the light had changed its position somewhat, moving apparently west and north. Speculation ran riot, but the consensus of opinion was decidedly in favor of the airship theory, to which the gradual movement of the light seemed to lend a color of probability. A few unimaginative ones were sufficiently prosaic to suggest that the light was merely the star Venus, but the majority quickly scouted that suggestion as absurd in the highest degree.

It is safe to assume that Venus has been acting just as she did last night for many years past, but never before, as far as can be learned, has she been mistaken for an airship.

Bob Hill and various other portions of the City also had their crowds of heavenward-gazers viewing the unembarrassed Venus in the firmament. On California-street hill there were the buds and beauties of society in elegant wraps and pallants equipped with loggnettes, while near the water front binoculars were brought into requisition.

Later in the evening Jupiter, scintillating brightly east of the zenith, drew the attention of thousands in a similar manner. Some claimed it was the airship, which had reached that position by a circuitous route.

But those who had seen what the confidently asserted were the lights of the airship declared that neither of these celestial beacons resembled the lights that had previously crossed their vision.

BERKELEY, Cal., Nov. 24.—The mysterious airship, or at least a big light that was taken for it, was seen by a large number of Berkeleyans to-night. It appeared to be hovering over the bay, and a large crowd gathered at the corner of Center street and Shattuck avenue to watch it and speculate as to what caused the light. The ship, or whatever it was, soon disappeared without allowing any of the spectators to see more than a roving light like that of a searchlight.

CHICO, Cal., Nov. 24.—Although discredited by many as being a hoax and a phantom story, yet there are many people who firmly believe in the airship. Last evening about 7 o'clock a bright and sparkling light was seen in the sky west of Chico. The light seemed to be traveling with great rapidity in a northwesterly direction. Many people living along Fifth street were out with craned necks looking at the mysterious fire, and all who saw the aerial light will vouch for the certainty of an airship.

RED BLUFF, Cal., Nov. 24.—Fully fifty people in Red Bluff are now willing to vouch for the reality of the airship. What appeared to be it passed a few miles west of Red Bluff about 7 o'clock this evening at an elevation of probably 2000 feet. In a few minutes it fell fully 1000 feet and all the time was traveling rapidly westward. It finally disappeared over the Coast Range Mountains, going in the direction of Eureka. The light only was visible and appeared to be about the size of a good-sized arc light. / FAKING OF THE FAKER. / Underhand Attempts to Discredit the Airship Story.

Just as the theatrical audiences were leaving the theaters last evening at 11:30 o'clock a balloon with a light attached to its base shot up into the air immediately over the Examiner's business office on Market street and attained an altitude of about 1000 yards, when it passed over the buildings on Market street, opposite Mason. Those who saw the balloon shoot into the air from the corner of O'Farrell and Market streets are positive that they discerned the picture of "Faker Billy" on the alleged aerial ship, which caused many

people to crane their necks and cry, "Oh, there she goes!"

The balloon swept along rapidly and attained a height of at least half a mile before it struck a new current, when it changed its course and slowly drifted in the direction of the Alameda marshes, where in all probability the remnants of it will be discovered by some duck-hunter tomorrow.

OAKLAND, Cal., Nov. 24.—One of the funniest stories in connection with the airship was that told by a so-called detective-reporter, who came over here last night from San Francisco to create some imaginary men playing with an imaginary airship on Inspiration Point. This individual came over about 10 o'clock and boarded a Piedmont car. He asked the conductor for his name and number, and requested the carman to take a good look at him so that he could prove he had really been to Blair's Park. The detective must have been of a very amateurish disposition, for before he reached Piedmont the conductor knew what his mission was, and that he was connected with the American Detective Agency, and that he was working for the Examiner.

The conductor referred to is No. 13 and his name is Crist. The man who claimed to be an Examiner reporter was a large man with a black mustache. On coming in from Inspiration Point he went straight to the Examiner branch office, on Broadway, and left for San Francisco on the 11:20 broad-gauge train. His plan, as outlined to a friend, is this:

He was to tell a story of having gone to Inspiration Point, where he saw two men who were working with a machine like a balloon placed lengthwise, to which was attached a light and some arms and an apparatus like a kite. When the detective-reporter approached the two men were to run away and pack their traps with them. The detective-reporter further stated that he had been perfecting his plans for several days, so as to upset the Call's story.

Conductor Crist said to-night: "I was accosted by an individual last night who wanted my name and number. I gave him the latter when he told me he was an Examiner reporter. After promising me faithfully not to use my name and saying he wanted it to prove that he had been ~~out~~ to Blair Park I gave it. He came out on the 9:34 car and reached the park at 10. He wanted to know what car he could take back in order to catch the 11:22 local. I told him to get the 12:10:53, and I presume he did. He could have reached Inspiration Point and returned if he hurried, but as it was so wet and slippery I doubt if he ever saw the point."

The Examiner amused Oaklanders this morning by publishing the following:

Alexander D. McAvoy of the American and International Detective Agency, whose office is in the Mills building in this city, last evening discovered the source of at least some of the mysterious lights, perhaps all of them. By quiet investigation he learned that Blair Park, in the northern suburbs of Oakland, is the place of operation of two men who have been hoaxing the people of Oakland and this city. He stationed himself in the park and watched for what he might see. At exactly twenty-eight minutes after 10 o'clock he saw rising from Inspiration Point, a high shelf on the Piedmont hills, about 500 yards from his place of observation, an object kite-shaped, about ten feet in length, with wheels like little windmills. On the sides of the structure were lights, and from it hung a Japanese lantern, red in color, and about one foot in diameter. It moved slowly before the wind. He plainly saw two men on the point, and accosted them as they descended the path. They told him that they were sending up objects such as he had seen to mystify the people and to give them material for newspaper articles.

The absurdity of the above can be appreciated when it is stated that at exactly 10:28 o'clock last night, and for hours before and for hours after, the rain fell in torrents, and a "Japanese lantern red in color and about one foot in diameter" would have lived about half a second. Detective McAvoy said he saw the apparatus "500 yards from his point of observation." A man who could see through 500 yards of last night's storm on Inspiration Point would make a fortune in a dime museum.

A HIGH-SPEED WORM. / W.J. Kenney Furnished One for an Airship, He Thinks.

There is no one among the watchers of the mysterious moving light in the sky who scans the skies with more interest than does William J. Kenney of Kenney & Payton, model-makers and bicycle dealers, 517 Valencia street. The reason for Mr. Kenney's interest is that he believes he is the maker of some part of the aerial wonder.

Mr. Kenney's skill is responsible for a contrivance known as a "ball-bearing worm."

"A man about 45 years of age, wearing a gray mustache and appearing to be a professional man, called on me about three or four weeks ago," said Mr. Kenney last evening, "and laid before me his plans for an unusually large and high-speed worm." I immediately concluded that he was intent on making an improvement on the cyclometer, a bicycle run by a small gasoline motor, and proceeded to fill his order.

"He explained that he wished the worm and gear to be practically frictionless, and I suggested that the journals of the piece of mechanism be fitted with ball bearings. He acquiesced and gave me the measurements, and we went to work. For two weeks we labored on the worm and finally completed it.

"The party who gave us the order failed to give us his name, but appeared to have plenty of money and paid one bill, \$14, without a question. He was very anxious to have the piece of machinery completed, and when it was finally done he took it and left the store in a hurry.

"We have not seen him since, and until all this talk of an airship thought nothing more of the matter.

"When the aerial wanderer was finally seen, however, it dawned upon me that the man who bought the worm was interested in this airship and that my production was a part of it.

"To strengthen my belief I had many mechanical problems before me. First, the gear of the arm was too high for a cyclometer and it was just the thing to compress air or run a small dynamo.

"In view of the terrific speed it would produce it was worthless for any other use. Lastly, the peculiar actions of the man who ordered the worm have convinced me beyond a doubt that the machine is now being used on this airship."

EVOLUTIONS IN MADAIR. / Peculiar Performance of the Aerial Visitor Above Oakland.

OAKLAND, Cal., Nov. 24.—Oakland was beside itself to-night with excitement. For over two hours a large light attached to something was seen cruising over the city toward San Francisco and back again. About 7 o'clock the report was started that the airship was to be seen, and people at once began to congregate in the streets and gaze at the heavens.

The excitement commenced when the 6:30 train from San Francisco arrived at Broadway. While crossing the bay the passengers had observed the strange thing in the sky, and the interest increased with the number of beholders. They watched the movable light, which alternated between remaining stationary and taking flights in the sky.

Of course many were skeptical and declared it was a brilliant star or possibly a planet, but when they received visible proof that it did not remain many minutes in any one particular constellation they joined the majority and agreed that they were looking at a veritable airship.

Soon after the arrival of the train the strange thing was seen over Oakland, south of Sixth street, and as it passed across Broadway the street was crowded. One of the most noticeable features of it was the frequency with which the light was put out and made to shine again. This was afterward explained by one of the spectators who watched it with a powerful glass and stated that he could see the machine performing evolutions which caused the light to shine in different directions. It did not appear to move rapidly, but it was at a great height above the earth and was somewhat unsteady in its motion, which somewhat resembled that of a ship in a sea-way.

As it passed over the city thousands of people saw it and were anxious to add their testimony that it was a genuine air vessel. Among them were Colonel Garrity, City Electrician Carleton, George Hatton, managing editor of the Tribune, Melvin Holmes, ex-deputy Superintendent of Streets, and scores of others.

The mystery of the skies was watched every foot of its course by curious thousands.

The aerial rover appeared to cross the bay and hover over San Francisco for a time and then return. While passing over the city the light disappeared for a time and when it was again visible the machine was over East Oakland. As soon as it crossed Thirteenth avenue Deputy Constable Robinson announced its approach and as it went by fully 5000 people turned out to see it.

"I am willing to make an affidavit that I saw the airship," said Deputy Robinson to-night. "There was no fake about it and we could plainly see that it had a motion like a ship. It wheeled around over Alameda and then seemed to cross over San Leandro toward Piedmont." By the time it was headed for Piedmont the excitement was intense. Proprietors and clerks came to the shop doors; bartenders left their beer pumps; ladies stopped walking and directed their attention heavenward; cable and electric cars backed up so that passengers might peep at the wondrous light.

At the Calindo Hotel the windows were thrown open and guests appeared with all manner of spyglasses and looked at the traveling light. Sometimes they declared that there were several smaller lights visible and that they could see a dark object, but it was too high in the air for any of them to detect the nature of its wings or tail, if it had any.

At Fourteenth and Broadway a large crowd gathered and grew excited as the remarkable light cruised around and occasionally disappeared. The play of lights caused many to think that the party who was directing the thing of the night was signaling to some one on the earth. Everybody agreed that no tricks with kites or balloons could account for what they saw, for the light was so brilliant and powerful that to produce it a dynamo of no mean capacity must be carried.

Melvin Holmes, ex-Deputy Superintendent of Streets and a man well known in Oakland, leveled a glass at it and declared it is an air traveler of some description.

George Carleton, the City Electrician, who is better known than almost any man in this city, knows the name of the inventor. Carleton was taken into confidence by a friend of the inventor, and he vouches for the honesty of his informant. Anybody who will doubt George Carleton when he says a thing is true does not know the man. Carleton told his story this morning, but he kept all names to himself.

"I was pledged not to divulge them, and I'd saw my leg off first," he replied to all questions touching identity. "I heard the story last night from a friend of mine, who is also a member of my lodge of Masons. It was he who talked with the man who saw the machine, and I was told the name of the inventor by my friend. As I understand it, the ship was made near Oroville. The inventor made an ascension of several hundred feet, flew off four or five miles, circled around a few times and landed as nicely as could be. This my friend's friend saw. Both men are reliable, and neither of them have figured in the matter before.

Fred Gattee of 858 Broadway, as soon as he heard that the machine was over Oakland, rushed for his telescope and ~~declares~~ declares that he distinctly saw the machine perform some evolutions in the air. While he could not see the details he is positive that he saw it maneuvering.

Manager Jesse Malsted of the Oakland Theater watched the machine cross over Oakland, and with a pair of opera-glasses satisfied himself that he saw an airship.

The mysterious light of the heavens was also seen last evening by Mrs. E.H. Crawford and Miss Kate N. Bassett, a teacher at the Harrison-street School. The ladies after some hesitation told their experiences. "I went to my south window about 10:30 last evening," said Mrs. Crawford, "to see if it was raining." I noticed a lightoff in the south, and watched it because it was the only light visible. In a few moments it disappeared, ~~xxx~~ and later came to view again. It looked like the searchlights I have seen at the World's Fair and in New York City. I called Miss Bassett, and we both watched it for fully fifteen minutes and until it finally disappeared.

"When first seen it appeared to be moving away from us and gradually sank until out of our sight. Miss Bassett said it must be an electric light with a tree waving in front of it, but this was not the case, as it was too high, and then I looked this morning, but there was no tree anywhere near where we saw the light. Neither of us saw an airship, but we did see lights that we do not understand, and shall take much interest in watching this evening and for some time to come to see whether the light is to be seen any more.

"Before I went to bed, about 11:15, I again went to the window and the light had returned and was moving eastward slowly, but steadily. I could not tell how far away the light was or anything about it, but having read the account in the papers concluded that the light must be the same as seen by others in this vicinity."

Dr. J.H. Buteau was another who stood amazed as he viewed the strange visitor passing through the heavens. "I was at Seventh and Market streets this evening," said he, "when I noticed a very strong clear light down near the horizon, moving along in the face of the wind. The movement was very steady, and it made good time, although we watched it for fully ten minutes. As it receded it appeared to go lower, but that would be natural if it was moving on a level. I am at a loss to account for the display, as I am incredulous regarding the talk that it is an airship. It might be a light attached to a balloon moving in an upper stratum of air. We could see it go behind buildings and emerge later on the other side as we watched its movements."

The mysterious machine finally disappeared over toward Contra Costa County, and before midnight all Oakland was satisfied that it had seen the airship. / FAITH IN SONOMA. / J.B. Loser Saw a Mysterious Rapidly Moving Brilliant Light.

SEBASTOPOL, Cal., Nov. 24.--The report that an airship has been observed floating around in various sections of the State has created widespread interest in Sonoma County, and it now transpires that several citizens whose integrity is unquestionable have noticed the mysterious craft flying through the air at night with a headlight as brilliant as an electric flash.

J.B. Loser, proprietor of the Analy Hotel at this place, gives a graphic description of the vessel, and his story is corroborated by the testimony of numerous citizens both here and at Santa Rosa. He says that while driving to the county seat a few evenings ago he observed what appeared to be a brilliant light in the heavens. A few ~~xxxx~~ moments later the dazzling object seemed to be less than a mile away and then it presadually wended its way in an easterly direction and finally disappeared. Mr. Loser says that it was a phenomenon such as he had never seen before, and he thinks that the strange object was nothing more nor less than the mysterious craft that has been seen in other sections, as it tallies exactly with the description given in the papers. / SIGHTED TRIPLE LIGHTS. / A Rapid Aerial Traveler Observed in Placer County.

BOWMAN, Placer County, Cal., Nov. 24.--The articles published in The Call and other papers in reference to the observed mystical aerial traveler have aroused great interest here. Several persons in this locality have been favored with a view of the strange visitor.

C.T. Musso, a fruit rancher, and several members of his family affirm that about four weeks ago and shortly after dark they saw a singular light, which they are now convinced could have been nothing else than the much-discussed airship. Mr. Musso says he saw "the prettiest sight that his eyes ever viewed." It appeared to be three very bright lights moving horizontally and easterly at a rate of perhaps 100 miles an hour.

A.H. Thompson, a painter, states that at about the same ~~xxxx~~ time he saw a similar sight, which he describes as being three very bright and large lights appearing about eight feet apart, and the forward one as being larger and brighter than the rest, and moving horizontally eastward ~~xx~~ rapidly and gracefully.

Professor S.D. Musso states that about two weeks ago he and his wife saw a similar sight moving in the same direction and with about the same velocity. He feels quite confident that it was not a meteor, as there were three lights appearing about seven feet from each other in a direct line, the forward one being larger than the other two. The light, he states, was different from a meteoric light, the velocity was too slow for a meteor, and it was traveling horizontally as long as it was seen, which was for several minutes. / SANTA ROSE EXCITED. / People Willing to Swear the Light Had Huge Wings.

SANTA ROSA, Cal., Nov. 24.--The excitement over the airship has reached Santa Rosa, and the presence of a bright light in the heavens to-night at 7:30 set hundreds of people star-gazing. The light appeared to be moving in an easterly direction, occasionally disappearing entirely from view with a dull red glow, only to reappear more radiant after a few seconds. It was impossible to see anything beyond the light, owing to the distance, but when it finally disappeared there

were many people willing to swear that the object beyond the light had huge wings.

This light to-night revived the rumors of an airship invented by a man at Mark West that was said to have been entirely successful as far as the upward and onward direction was concerned, but it persisted in going off at an angle without warning.

On Saturday night, just before midnight, several reputable gentlemen of this city reported seeing a bright light moving in a south-westerly direction. It was first observed about two miles southeast of town, just above Taylor Mountain, and seemed to come from toward the Sacramento Valley. It moved quite swiftly and disappeared in the direction of Alameda County. This is vouched for by Charles Winters, a well-known merchant, and William Kohrer of the firm of Kohrer, Einhorne & Co.

John Stump of Orr & Stump, a would-be wag, and several others sent up a small balloon with a lantern attached this evening, but the presence of the big light in the west made his fake fade into insignificance.

While it is just possible that the light seen to-night was the work of some bold aeronaut there was nothing visible to show a balloon and there are hundreds who believe it to be the famous airship that startled Sacramento. / SAN JOSE STARTLED. / Several Persons Claim They Saw the Airship Traveling in That Vicinity.

SAN JOSE, Cal., Nov. 24.--People in this city were startled to-night about 11 o'clock on beholding a bright light moving rapidly in the heavens, and they were convinced that they beheld the famous airship. It was seen moving in the direction of Gilroy, as was testified by Eugend Barro, Dan Manning and Jerre Sullivan, who are employes of the Sunset Telephone Company. The light was of such a character that the parties are convinced that it was none of the ordinary lights in the sky. About one hour afterward others saw the same mysterious light moving northeasterly very rapidly, as if it were returning from the direction of Gilroy. These parties, James Stanley and Mia M.J. O'Brien, are also positive that they beheld the rapidly moving light of the airship.

pic, p.1: Two Centuries of the Flight of the Airship; From Bird Wing to the Maxim Machine.

p.2: Soaring Between Heaven and Earth (article on ideas of flight ~~through~~ through the ares). 1896 November 25 (Wed) San Francisco Call, p. 4.

YE EDITORS BID VALLEJO GOOD-BY / All Enjoy a Visit to the Mare Island Navy Yard. / That Airship Comes Up as a Subject Requiring Much Discussion. / ...

VALLEJO, Cal., Nov. 24.--The members of the California Press Association were up with the lark this morning and ready for their trip to the navy-yard at Mare Island. That is, they would have been if Vallejo were given to larks, but in their absence Editor Parker of the E Vallejo Vacaville Reporter suggested that it was about time the airship was going to bed.

The airship was a prolific source of argument among the knights of the shears prior to the pleasure excursion, and the opinions in its existence and attributes were many and varied.

Willis of the Sacramento Record-Union asserted in tones of the most positive conviction that he saw it Sunday night hovering over Sacramento and then going to the southward with a peculiar, wavy flight. He described it as a bright light with an opaque body dimly discernible over it, and says it was about 1000 feet from the earth.

J.A. Filcher, president of the State Board of Trade and proprietor of the Placer Herald, thought it a serious proposition when the Chronicle had taken up what it at first designated as "a Call fake." He thought that fact proof enough that there was something sailing in the air, whether it was an aerial machine or not.

J.E. Walden of the Napa Journal thought it a mighty fishy story, but didn't like to disbelieve the many persons of known veracity claiming to have optical evidence of its existence. If it had appeared in any other paper than the Call he should have paid no attention to it.

Brother Pennycook of the Vallejo Chronicle is still a confirmed skeptic, and remarked in a jocular manner that there must be a considerable quantity of bad liquor ~~xx~~ imported into the State in the last week or two.

W.M. Denlo, a Vallejo blacksmith present, said Ves Wilson, the sheriff of Butte County, while staying with him a day or two ago declared that he knew for certain such a machine was being built near Oroville. Some of the editors were so eager for news that they wanted to hunt the Sheriff up and "pump" him for more, but he "had went."

P.W. Johnson, business manager of the Marysville Appeal, said he saw the airship very plainly over that city a few days ago, but did not care to say anything about it for fear of being laughed at. Then everybody laughed.

1896 November 25 (Wed) San Francisco Chronicle, p. 16. (cont'd)

MARS AND VENUS UNDER SUSPICION. / Planets Stay Out Late at Night. / AIRSHIP HUNTERS SEEK THEM / "Aluminum" Benjamin Throws Up The Sponger. / "Conjurer" Collins Explains the Reasons Why He Didn't Do What He Did. /

The United States ship Collins of the Aerial Navigation and Irrigation Company was out again last night on a few more of its trial trips, and the sky was filled with mystery, fire balloons and other things from dark to daylight.

As soon as it began to grow dusk Venus started to display her

charms and flamed all the colors of the rainbow down into the darkness beneath. Immediately some highly excitable and impressionable citizen discovered that the illumination wasn't Venus at all, but the airship Collins. He stood in the middle of Market street, oblivious to the danger of being run down by a cable car, pointed his finger impressively at the plowman and said, "Ahi!"

That settled it. In five minutes he was surrounded by a crowd of people, who gazed in wonder at a sight that has been visible since the reign of the Pharaohs and for a few million years previous to that time. One man said that it wasn't the airship, and another promptly called him a liar. The sympathies of the crowd went with the latter and the skeptic was ignominiously turned down.

Then they began to feast their imagination on the planet. Somebody distinctly saw an oven door open and shut, another pointed out two wings and a tail, while a third called the attention of everybody to the fact that the "thing" was on the move. The fact that it only takes every star in the heavens six hours to travel from zenith to horizon didn't cut any figure. They wanted to think that Venus was the airship, and they thought so to their hearts' content.

At a few minutes after 7 o'clock, however, the planet sank out of sight. The hour was early. There were crowds on all the street corners, and the airship enthusiasm was beginning to fade away perceptibly, when some humble searcher of the heavens got his eagle eye on Mars--poor, inoffensive old Mars, doing his duty as usual at the same old saana, and supremely indifferent to any effect his presence might have on the people of San Francisco.

The ruddy glow that is given out by the war pod at all times was intensified by the bright, clear weather, and, led on by the enthusiastic discoverer, people again began to "see" things.

Many of them, by some unearthly process of reasoning, evidently believed that the new center of attraction was the same object that they had seen disappear below the horizon in an entirely opposite direction, half an hour before. The old furnace-door chestnut raised its unabashed head again, and this time half a dozen people distinctly saw a stoker shoveling in coal.

After that the crowds seemed to dissolve into factions. Two or three fire balloons were sent up from different parts of the city and the allegiance of the watchers was divided between them and Mars. One of the balloons with an extra large cargo of alcohol aboard sailed a round gayly for over half an hour and won numbers of adherents, all of whom were willing to wager everything they had or even expected to have in the world on the proposition that it was a real live airship.

One of those enterprising traders who cater to the whims of the moment and who is quick to seize on any public excitement and turn it to his own advantage had a telescope, or rather the outer shell of a telescope, on the streets. The fact that the instrument was devoid of glasses of any kind did not detract at all from its money-making power.

All the enthusiasts with a spare quarter about them wanted to get a good, square look at something in the sky. It didn't matter much what it was--the moon or any old thing. In every case the imagination was quite sufficient to round out any defects that existed in the telescope. Everybody who paid 25 cents saw the airship distinctly and they all went home happy.

"Airship" Collins and his partner, "Aluminum" Benjamin, had several consultations yesterday. They have finally decided to forget everything they ever knew. If in future a question of any kind is propounded to either one of them they have made up their minds to go off to Petaluma together and have a private meeting before giving an answer.

If Collins is asked the time he will beg to be excused till he has consulted his friend Benjamin. If anybody wants to know from Benjamin something about a reliable cure for toothache, the inventor will have to appeal, before replying, to his friend Collins. There is between these two gentlemen such a community of interest that this course has become absolutely necessary.

"Airship" Collins yesterday mornign, before entering into the compact mentioned, made a few statements to some of his visitors in connection with his present troubles. He explained the situation in a thoroughly lucid manner as follows:

"I know nothing whatever about any airship, and never saw one in my life. The inventor, when he took me to see his machine the other day, explained its workings to me and gave me a practical exhibition of its flying powers. I know nothing about airships, and certainly never came into contact with "Aluminum" Benjamin in my life. It is true, and I do not wish to deny, that I have seen Benjamin in my office and had dealings with him many times, but what I desire to explain is that I am not in a position to make any explanation. Explanations do no good and only complicate matters. Now, I always try to make straightforward statements, and don't like complications. If you have ever been mixed up with airships you will appreciate how it is yourself."

"Aluminum" Benjamin came into the "Chronicle" office yesterday and said that he ~~want~~ wanted to throw off the mask. This continued deception was killing him. He was the inventor of an airship, and had been working on the proposition for seven years. He had the whole thing nearly ready for the public, and was only waiting to perfect a few details before springing it on an anxious world.

Benjamin has a serio-comic air about him that fits in well with the eminently respectable and judicious sidewhiskers that are exhibited by his senior partner. An operetta with laughing gas effects, airship searchlights from the wings, and a stage setting of wretched cauldrons and half-bound legal volumes would fit in well with the pronounced characteristics of both the stars in this modern drama of the heavens.

And still the search for that airship and its owner goes untiringly on. The fact that Thomas Johnson has been away from home for three nights is eagerly seized on as a possible explanation of the phenomenon and a clue to its inventor. If John Smith has been heard to remark at

any time since his birth that people in Sacramento were not a thousand miles away from a correct solution of the affair, John Smith is forthwith shadowed and run to earth in the effort to mix him up with the airship.

It isn't safe for a man to visit a machine shop or inquire about the prices of cowwheels in a hardware store nowadays without bringing down on his head the suspicion that he knows more about that strange light in the sky than he cares to tell.

The Disease Still Spreading.

PLACERVILLE, November 24.--A bright aerial light was seen to pass over this city in a southerly direction this evening. It alternately raised and lowered as if borne upon an air wave. Among those who witnessed it are many of the most reputable citizens of this place.

1896 November 25 (Wed) San Francisco Examiner, p. (card 1)

AIRSHIPS NOW FLY IN FLOCKS. / So Many That They Spangle the Void Air With Light. / Moreover, the Inventor Has Changed His Legal Advisor. / His Attorney Now is W.H.H. Hart, Who Has Two Airships on One String. / HOW MR. COLLINS TALKED TOO MUCH / General Hart Advises That the Ship Be Sold for Millions to Cuba and Used to Destroy Havana. /

It is a winged ship in the sky. It is an apparition seen and gone, like "joys we dote upon." It is a searchlight. It is a lantern from a kite. It is shaped like unto a cigar, and verily it is alight, though no one has seen it smoke. It is like a camel. It is backed like a weasel. Or like a whale. Oh, very like a whale. It is also very like a bird--the Shortridge Thunderbird, in fact, or the Shortridge lightning bird. It is "streamed like a meteor to the troubled air." It is a toy balloon, and it is Venus, the evening star that "sets ere Mercury can rise."

It is vagrant. It appears over Twin Peaks. It rests over Telegraph Hill. It vegetates over Oakland. It adds to the glories of New Sacramento. It sends a thrill through Woodland. And every person is a child again and peers into the air and repeats his nursery rhyme: "How I wonder what you are." It came out first last evening just after sunset and was rediscovered as many times as there were people looking, and the number of people looking seemed, from the crowds on the streets, to be the entire population of San Francisco. The visitation in the upper air dazes our world. The first paragraph of this scientific treatise tells exactly what is this mystic stranger and what it is like. Now for the proof.

It is an airship. It is a flock of airships. Are there not several? Who can doubt it? Has not "The Examiner" received a letter direct from the inventor? If any one doubts that it is an airship "The Examiner" will show him the envelope that contained the letter. There is other proof, almost equally strong, the word of W.H.H. Hart. Now, Mr. Hart is a lawyer and a General. He was the hero of the war of words in Tom Fitch's eloquent speech placing him in nomination for Attorney-General. Subsequently he was elected Attorney-General of this State. He was and is the principle attorney for Florence Blythe Hinckley in the vast litigation over the estate of Thomas Blythe; and did not the "airship" pause a moment last evening while directly over the Blythe property on Market street and bob up and down as though making a military salute to the ~~xxxx~~ General? What more proof can be asked?

General Hart is now attorney for the inventor of the airship, or the flock of airships. Yesterday he was substituted in this important and confidential relation for George D. Collins. The reason for this substitution will develop in due time. In a relation of such importance the facts must come in orderly sequence.

General Hart acknowledges his retention as attorney for the airship or ships. In his office in the Crocker Building yesterday afternoon he told of his engagement. An inquisitive man was asking him questions, beginning this wise.

"I have called to ask you for information of the airship."

"Yes," answered the General, "and what have I to do with the airship?"

"I am ~~xxx~~ told that you are the attorney for the inventor."

"I should judge from certain publications that I have seen that Mr. Collins is the attorney."

"I am informed that you have been substituted for Mr. Collins."

"Whence is your information?" asked the ex-Attorney-General.

"Mr. Collins."

"Yes, it is true," then shyly admitted the General. "I have consented to be his attorney. We have already agreed upon a plan of action. My suggestions have been accepted. These differ somewhat from the course he intended. He desired immediately to procure a patent on the airship that he has invented. I advised him not to ask for a patent and he has taken my advice."

"As I told him, an airship might not be a very profitable vessel of communication for ordinary commercial purposes. Suppose he obtained his patent and advertised that he would carry passengers. In the winter time he could not expect much patronage in the eastern part of this country or in Europe. The weather is too cold for airship trips. In California the weather is ~~xxxx~~ mild, but how many people are there here who would care to take a ride in an airship and to pay a price that would give the inventor a reasonable profit?"

The inquisitive man suggested a campaign of education to get people into the habit of riding in airships.

The General barely heeded the interruption. He was speaking seriously upon a serious subject. "Of course he might make something by constructing his airships and selling them. But as soon as he obtained his patent and the principle was made public somebody would invent a better airship and his profit would be gone. Suppose even that he should make \$100,000 a year, fifty years would pass before he received \$5,000,000, and the man who invents an airship certainly is entitled to millions. Therefore I advised him to keep his invention an entire

secret, trusting that no one would steal it from him. The chance that somebody else will learn ~~the~~ something of the principle he has discovered, of course, we must take."

"Then what can he make of his airship to bring him commensurate profit?"

"An engine of war!" answered the General, with a motion as though reaching for his sword. "The use of the airship is for military purposes. I advised the inventor, and he agreed with my views, that he should employ his invention in war. I assure you that I believe that by means of this airship a great city could be destroyed in forty-eight hours."

"Cuba!" came involuntarily to the lips of the inquisitive man.

"Exactly," answered the General. "That was my suggestion. Offer this airship to the Cubans for a price that would repay the inventor at once and supply him with a sufficient fortune. Undoubtedly venture-some men would take whatever risk there might be in manning the airship for a generous share of the proceeds. From this ship Havana might be destroyed in forty-eight hours. You see, there are ample reasons ~~and~~ that the inventor should not be known. He might be arrested as a filibuster. Therefore I advised him to say nothing about his invention. He was anxious to make a public statement and to disclose his identity, as so much matter about the airship has been printed, but he sees the reason in my counsel and will say nothing."

"Do you mean that the airship could reach Havana from San Francisco in forty-eight hours?"

"No, I did not say that," answered ~~the~~ General Hart, "I said that from the airship the city could be destroyed in forty-eight hours. The ship would be taken to Cuba or to the neighborhood."

"Where is the ship now?"

"That information I do not care to give. I may say that some slight improvements must be made before this airship is thoroughly satisfactory. Now in the East an airship--"

"Are there more airships than one?" asked the inquisitive man of this military oracle who was peopling the void air with flying engines of destruction.

"Yes, I was just going to tell you," said General Hart. "I am interested in a device for storing electricity, a storage battery, in fact, much lighter and otherwise better than any other battery yet invented. A man in the East is using this storage battery in an airship he has constructed."

"Where is this inventor?"

"Well, I think there is no harm in telling you. He is in New Jersey. His name has been printed in the papers within three weeks. I shall not come closer to identification of him than that. I saw him and saw his airship while I was East. My interest in the storage battery that he uses brought us together."

"Do you represent that inventor?"

"Yes, I may say that I represent both him and the California inventor," answered the attorney with two airships tied to his strings. "I have advised a consolidation of their interest, and this advice is taken. The good points of each machine will be used. I will say to you frankly that I believe the Californian invention is better than the Eastern invention. The only trouble with the airship made in New Jersey is that it will not stay in the air. It moves through the air, but its course is toward the ground. The Californian inventor has a machine that will stay in the air. The appliance that keeps it in the air is a great parachute that opens automatically when the ship descends and closes automatically when the ship ascends. The parachute is something of the shape of a hat--and the General illustrated the automatic movement of the parachute with his brown Alpine hat which had recently been in the rain, pushing it together with his hands to show the closing as the airship ascended and then pulling it open to show the effect of descent. "This hat-shaped parachute keeps the ship in the air and makes the descent very gentle when the ship comes to the ground. It seems, however, to impart to the ship a wavering motion as it leaves the ground, upward bound. This is a defect to be remedied. This parachute is the principal advantage of the Californian invention over the New Jersey invention. But the New Jersey man has so constructed his ship that should it drop into the sea it becomes a water boat. The Californian airship has not this advantage. If it should drop into the water the occupants might be drowned. I believe, however, that by a slight change in the form the Californian airship can be made to become a water boat as well. For the safety of the passengers I think this modification should be made."

"Are the two airships similar in construction?"

"Yes, similar in many respects," responded the attorney. "It is remarkable that ~~we~~ two men working at opposite ends of the continent should have developed machines so much alike in many respects."

"Has the local airship been in the air?"

"Yes, it has been in the air. I have no doubt that the object seen in the air over Sacramento and over Oakland, and possibly also over Twin Peaks, this city, was the airship. The light that is seen, I may tell you, is a reflected light, not a direct light, like a headlight. Some people who have seen it say that it looks like an arclight. Of course it is not an arclight. That is absurd. To provide the current for an arclight would require almost as much power as to operate the ship."

"Have you seen it in the air?" asked the inquisitive man.

"Not the local invention. I have seen the New Jersey invention in the air, however," was the answer. "I believe thoroughly, however, that the airship constructed in this State has been in the air. I believe the inventor. I have no idea that he is insane. I believe also Mr. Collins, in whom I have great confidence and for whom I have great respect. Why not? The thing necessary to send up an airship is sufficient power. Heretofore this power could not be obtained without over-

weighing the airship. Storage batteries were too heavy. Compressed air could not be used satisfactorily. Now light and powerful storage batteries can be obtained. That solves the problem. No gas is used. Gas would require a material used in construction that would expand. This is not a balloon. The material of ~~the~~ which the airship is made is aluminum. The motive power is electricity in storage batteries. Now you have as much information about it as I deem it right to impart. The inquisitive man had another question: "Suppose the two inventors would not consolidate their interests and the Cuban junta should bid for one airship and Spain should bid for the other--?"

The ex-Attorney-General did not wait for the end of the question. "I am as certain as I can be of anything," he resumed, "that within a few months the airship will be flying as the operator directs, with the wind or against the wind. The defects to be remedied are few. There is the wavering I spoke about and there is also difficulty in keeping the ship stationary in the air. I am assured by the inventor that his ship will carry a ton in weight."

"If the ship flies by night, why is it not sent up in the daytime?" "That I cannot answer. I did not ask the inventor. He left here but a short time ago. I believe he is not well known in this State. He is a foreigner--an Italian, I should judge, from his appearance."

The inquisitive man had one more question: "Why were you substituted for Mr. Collins in the position of attorney for the inventor?"

"Because the inventor said Mr. Collins talked too much," answered General Hart, seriously.

"So you have advised your client to say nothing about the airship, and you will say nothing about it yourself?"--this from the man who asked questions.

"Yes, that's it!" said General Hart. The inventor told me this afternoon I should not see him again for a week." The General glanced through the window as though expecting a flight of airships to his office. He excused himself again from giving any information, and turning to his desk applied himself to a study of the latest decisions on the laws of aerostatics.

Close upon this unsatisfactory conversation with General Hart came to "The Examiner" this significant letter: //November 24, 1886. /

To the Editor of "The Examiner"--Sir: As there seems to be a good deal of skepticism as to whether or not a ship capable of navigation in the air has finally been invented and constructed, this is to inform the people of San Francisco through your columns that Thursday night, November 26th, at about [8]:30 o'clock, I will approach the city from a point in the direction of the Cliff House, at an elevation of about 1,000 feet. I will return over the same course about 11 o'clock. I am making some experiments in the heavy winds outside the Golden Gate. I am then going over the Sierras with my ship and will probably not be back for several days.

As the secret is soon to be made public, I desire to prepare the people for it and to convince them that an airship is at last an actuality, and that another era is at hand when transportation methods are to be revolutionized. Respectfully, THE INVENTOR.

General Hart should beware. He is in danger of losing his client. The inventor threatens to cross the Sierra and the wavering caused by the hat-shaped parachute has not yet been steadied.

Having proved that the mystic light above is "reflected" and from an air ship now the necessity comes to prove that it comes from Venus, the evening star. Between 5:30 and 8 o'clock last evening throngs upon the streets gazed at a bright light in the West and shouted, "That's it, that's it, right over the Twin Peaks." That was it, or, to be more gallant, that was she. This assertion is made with all the weight of the knowledge of the genial astronomer Professor George David son. The professor looked out of his back window when a reporter asked him to tell something about that bright light in the sky. "That is Venus, the evening star," answered the Professor. "Here, look at it," and he pointed a telescope at the bright light. "Just Venus. Soon 'the bright light' suddenly disappeared from sight. 'It's gone,' said the crowd," said the Professor, and that's all there is to that ~~story~~ story.

Later in the evening ruddy Mars came into view, and immediately became an airship. Mars was immediately turned to profit by the proprietor of the nickel-throw telescope, which for years has been sited skyward from either the corner of Grant avenue and Market street or the corner of Stockton and Market streets. He is the man with the musical voice who chirps "Lovely Moon" when the theatres close. But the telescope man has had no use for the moon during the past few evenings. It's all airship now, and the telescope man wishes airships right come in flocks forever. Last night he was surrounded from sunset until midnight by a crowd of fifty to two hundred people. The telescope was aimed at the red planet, Mars. Flakes of cloud were floating across the sky during the early part of the evening, and these would now and then obscure the star.

"There, the light has gone out," someone would shout, and then every eye would be strained into the fog bank, eagerly watching for the reappearance of the light.

"There it is again," would be the cry when a rift in the clouds brought the red planet again into view.

"A nickel a peep at the flying machine," was the telescope man's song, and the hardest work he had to do was to take in the nickels and keep in line those who were fighting with one another to get at the eyepiece. There were plenty of people willing to swear that they saw the "light" oscillate and bob around most playfully. There were even those who could see the "dark object" to which the light was attached and not a few could discern the wings.

While Mars blazed serenely in the zenith, lights of various sizes and shapes flitted across the sky. Many of these were mystical, accord-

ing to the condition of those who saw them, but close to midnight the watchers thronged the downtown streets at that hour were rewarded by the sight of a strange reddish light, ~~fix~~ floating high above all the buildings and gradually ascending skyward. It was first seen in the vicinity of Kearny and Post streets, whence it rose slowly with the wobbly motion affected by all aerial travelers that have been seen lately hereabouts. There was no hallucination about this light, and all the scoffers who chanced to get a glimpse of it grew serious as they noted the majestic movement and the thorough business-like air that attended its ascension.

As the weird light moved across the center of the city, steered steadily southward either by the wind or by some unknown mechanism known only to those concerned in its flight, cheers burst from the crowds of watchers. In a short time other lights rose heavenward from the same corner. When the crowd on Kearny street observed that some relation might exist between this particular flock of airships and the roof of the Bohemian Club the cheers were silenced.

Then of course the "bright light" is a lantern hanging from a kite. This can be proved by cumulative evidence from many sources. W.H. Hammon, forecast official in the Weather Bureau, has made a study of construction of cellular kites— and has used them in scientific study of the currents of the air. Mr. Hammon says every movement of the strange lights described by people who have seen them could be made by lanterns attached to such kites as he makes and uses. The lights could be made to move in a slow, majestic sweep by drawing in and letting out the string. The kites are covered with cloth, and can be raised in the rain as well as in dry weather. Mr. Hammon confesses that he was strongly tempted to send up a kite bordered with lanterns, but he restrained his desire, and he declares that he does not know that any of the enthusiasts in flying cellular kites, of whom there are about twenty in San Francisco and Oakland, have been playing a joke upon the ~~public~~ people.

While the people of Central California have been watching the flight of flocks of "air ships," a notable citizen of San Francisco, none other than the redoubtable James F. J. Archibald, leader of the paper chase, social hero and insurance agent, has been preparing to perform a deed of daring in aeronautics. Mr. Archibald has recently taken a spin through the East, visiting in New York, Cleveland and Chicago. From Chicago comes the news of his purpose to fly. When the people of New Mexico see Mr. Archibald paper-chasing in the skies they may take him for an airship or a Shortridge thunderbird, and this publication is made to warn them what to expect. The facts are related in the following telegram:

CHICAGO, November 24.—James F. J. Archibald of San Francisco left Chicago for the West on last night's train with an idea in his head. All he needs is a balloon and possibly a parachute.

His first stop will be at Albuquerque, N.M., for it is sixty miles by stage from that point that his present center of interest lies. Mr. Archibald has frequently heard that 500 Navajo Indians long ago were stranded in their barren home on top of a plateau-like mountain half a thousand feet high, by the sliding away of the earth on the only accessible side of the hill. That landslide left the home of these Indians cut off from the world by four great precipices. According to tradition they lacked the ingenuity to find a way down so they starved to death. Their bones lie there in the New Mexican sands, whitening, according to Mr. Archibald's best knowledge and belief.

Now Mr. Archibald proposes to see for himself. The gratification of his curiosity will in large measure repay the trouble and financial outlay, though he suspects that reward in the nature of Navajo ~~blankets~~ baskets, rich ores, blankets and skeletons awaits him.

It is in a balloon that Mr. Archibald will lift himself to the top of this mysterious mountain, and it is in a parachute that he hopes to let himself down. After the expedition he will be prepared either to confirm or to laugh at the legend. The explorer on leaving Chicago did not take a balloon. He said he would rent one in Albuquerque.

Mr. George, who represents Mr. Archibald's business interests during the absence of the latter, has not been informed of the fugitive purpose of his principal, and hence cannot give any light upon the reason of this outburst for scientific research. John Crooks, who was the umpire of the paper chases that Mr. Archibald gallantly led over the hills of Marin, has not been admitted to the confidence of Mr. Archibald concerning the ascension. Therefore the underwriters and society must depend upon press telegrams for information of the discovery of the bones of the Navajos, rudely cut off from their neighbors by the descent of ~~the~~ the mountainside.

However, San Francisco has sufficient now to engage its attention in watching Mars "wobble" and inspecting the flocks of thunderbirds visible every night and growing.

PLACERVILLE, November 24.—This evening at half past 6 o'clock lights were seen in the heavens passing from north to south over this city and declared by several reputable citizens who saw it to be an airship. It was visible for five minutes and traveled against the wind with a rocking movement.

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HART STANDS BY HIS SHIP / A Confirmation of the Story Received From Sacramento. / THE MYSTERY AGAIN KEEN AT THE CAPITAL. / It Makes Its Appearance in the Company of the Deceptively Brilliant Venus. / JOCKERS MAKE GENEROUS PURCHASES OF FIRE BALLOONS. / More New and Interesting Particulars Regarding the Local Invention Given by the Ex-Attorney-General. /

Either the reputed airship is one of the most gigantic hoaxes of the age, or it is one of the most wonderful advances made in mechanical science, and is the solution of the great problem of aerial locomotion which has enlisted the inventive genius of many centuries.

Whichever it ultimately proves to be, the subject is to-day the all-engrossing topic. Greetings are tuned to this key; heated arguments are evolved out of it; wagers are laid, and even physical strife has been engendered over the question whether or not there really exists a successful aerial traveler.

Though there were many new and interesting developments yesterday, nothing has yet been brought to light that definitely and conclusively solves the mystery, and speculation continues as absorbingly as for the past week or more.

Ex-Attorney-General Hart in an interview fully confirmed his interview of the day before and added much interesting information to the first statement he made. Among other things he substantiated the first reports concerning the airship which came from Sacramento by affirming on the authority of the inventor that the airship was actually over Sacramento when the people there claimed to have seen it.

Sacramento, according to reliable witnesses, was again visited by the aerial vision last night, which put Venus into the shade by the more brilliant glow of its lights.

Considerable sport was enjoyed by practical jokers last night in dispatching fire balloons skyward, but they had no more the appearance of the alleged lights of the aerial mystery than the dull glare of a candle resembles that of an incandescent light.

Venus again beguiled people at some points, but her deceptive charms have evidently been shorn of much of their power by the publication of the story of how people had been mistaking her for her earthly and more interesting rival. /

HART CONFIRMS THE STORY FROM SACRAMENTO. /

General Hart was as reticent yesterday as on the day previous regarding the identity of the reputed airship's inventor or his whereabouts, but was more definite in his statements as to the identity of the flying machine, whose secrets are now reposing in his breast. His words were the first uttered by any reliable person positively connecting the invention in his charge with the peregrinating lights seen in the heavens at various places during the past week.

"As I stated before," said the ex-Attorney-General, "I have not myself seen the machine in action or at rest, and I cannot at this time reveal the names of the persons connected with its invention and construction for the reasons already stated. You know the idea now is not to get it patented, but to use it for war purposes."

"I do know, however, that it made a flight last night and was seen at East Oakland by a lady, Mrs. Taylor, the wife of W.J. Taylor, who is a bookkeeper and who lives in East Oakland. She saw not only the lights, but an outline of the ship. It was also seen by others in the same locality. I do not know what the movements of the machine are to be at any particular time, but I was told by my client that I would not see him again for some days, as he intended to make experimental trips with his invention right along for some time."

"People are inclined to be skeptical, general," remarked the reporter, "of the existence of the machine and expect some statement from you definitely connecting the lights alleged to have been seen traveling the air with the invention now in your charge."

"So far as the public is concerned," smilingly replied the attorney, "we do not care what they think of the matter. In fact, we would rather they believed it a thing of fancy. We are not asking the public for anything and do not propose to do so, and therefore don't propose to take them into our confidence."

"But your reputation is more or less at stake in view of the statements published in the newspapers and for which you have become sponsor."

"Well, all I can say on that score is that the interview with me as published in The Call is absolutely correct in every particular, and I will add this on the authority of a statement made to me by the inventor. He told me he actually went over Sacramento at the time the people there claimed to have seen the airship. The inventor has now practically decided to follow my advice as to maintain as much secrecy as possible, and consequently I don't want to go into particulars about it."

"Where was it put together? Was it not in the vicinity of Croville?"

"That is a question I do not care to answer."

"You have stated that you are satisfied the invention is a success?"

"Yes. I have implicit confidence in it and that it is a success, because it is very like the one I saw in New Jersey, and which I witnessed make a flight of fifteen or twenty rods."

"Did Dr. E.H. Benjamin assist in the construction of the machine?"

"I don't know Dr. Benjamin, and don't know whether he did or not."

"From what do you derive your confidence in the airship; from having seen it in actual operation, from a view of it at rest or simply from having seen the plans?"

"I have seen the plans. I have no doubt that when the machine is completed it will be a success."

"What do you mean by being completed?"

"When it is completed for the purpose for which it is now intended to utilize it—for war purposes. It would drown everybody in it if it were to fall over a body of water as it is now built."

"What are the other weak points that the inventor is trying to perfect by these trial flights?"

"From what I understand it has to be able to carry power enough to maintain itself in the air for a certain number of consecutive hours, say about six. It can now maintain itself for six hours, but not against the wind. To sail against the wind or at angles to it more power is required than to go with it. Then it lands too quickly. There is no provision for maintaining it in the air when the power gives out."

"Is it not possible that people frequently take the planets, such as Venus, Mars and Jupiter, which now appear very clearly in the sky, for the airship?"

"In all probability. The airship sometimes displays one light and sometimes three. These lights are under control and can be used as desired by the person managing the airship. I have no doubt that you will have ample and unmistakable evidence of the existence of the invention in a few days. The machine will be made plain to the public, though my advice is to keep the details of its construction secret."

How this evidence was to be presented the general did not say, but allowed it to be understood that the machine would be brought so close to the earth's surface that its shape would be plainly distinguishable, as well as the lights that are now seen.

Picking up some telegrams, General Hart called attention to the widespread and deep interest the reports of the flights of the aerial wonder have created. "Here are telegrams from two New York papers," he said, "asking me to confirm the reports telegraphed East about the invention. One of them asks for 500 words, but all I shall say in answer is that I believe the airship will be a success and that the inventor insists on secrecy, and has nothing more to say at present." / ALL SACRAMENTO AGAPE. / Thousands Confident the Airship Mystery Made Another Visit.

SACRAMENTO, Cal., Nov. 25.--Again the mysterious aerial visitant made its appearance over this city this evening, and within a few brief moments the entire city was in an uproar of excitement.

The floating searchlight was plainly visible to all the gazing thousands, and it so timed its arrival as to appear at the same time that Venus, the brilliant evening star, was illuminating the heavens. The onlookers found that a marked difference existed between Venus and her strange aerial competitor. This difference consisted not only in the marked color of the lights, but also in the size of the two lights. Large and brilliant as X is Venus, queen of the heavens, the light shown by the mysterious aerial visitant proved to be fully three times as large.

When the searchlight of the winged visitor first appeared it was seen moving rapidly from the northeast and heading in a southwesterly direction. As it neared the southern boundary of the city it turned directly toward the west and after passing the city went south, being distinctly visible for upward of twenty minutes. It moved with far more rapidity than it had been seen to do in its two former visits, and this would be accounted for in case it be a veritable airship by the fact of the calmness of the atmosphere, there being not a breath of wind moving at the time of its first appearance.

Later in the evening it again approached the city from the west, having evidently made a circle, and passed away to the north and east, thus completing the circuit of the city, and allowing nearly all the residents a perfect view of the mysterious visitant. There were many, however, who failed to leave their houses in time to catch a glimpse of the swiftly moving light and who, when they did reach the open and gazed into the ethereal vault, saw nothing but Venus; but the vast majority saw both--Venus and the moving searchlight.

Among the numerous groups gazing skyward this evening was one composed mainly of State officials and prominent lawyers of the city, and their expressions of amazement and, in cases, intense chagrin were very plainly expressed, often in vigorous though perhaps not eloquent or refined Saxon.

Hon. E.D. McCabe, secretary to Governor Budd, was one of this group and as it was the first time he had witnessed the mysterious lights he was correspondingly astonished. During the past week he has been inclined to laugh at the theory that aerial navigation had been accomplished, and in speaking of the subject after the disappearance of the visitant he said:

"I am simply astonished, and will not attempt to give any explanation of this mystery. The light is certainly produced by electricity or magnetism, and can by no possibility be a star or a meteor. Again, there were seconds when it flickered and disappeared entirely from view, exactly as I have time after time observed ordinary arc lights to do when the current was interrupted.

"In my judgment it certainly resembled an extra large arc light, and it moved so rapidly that I was obliged to repeatedly step back several feet in order to keep it in view over the intercepting buildings. I am not prepared to say it is an airship, although it certainly looked as though attached to a body of some kind. I can only say that I am thoroughly convinced that it is a mystery and in my judgment neither a star nor a fake."

District Attorney Frank D. Ryan viewed the visitor for the first time. After expressing his astonishment he muttered: "And there will be strange sights seen in the heavens. Wars and rumors of wars. I shall certainly attend church to-morrow, for this may be the advent of the millennium." Then laughing he said:

"That thing is too deep for me. I don't understand it. It might be that aerial travel has been accomplished. It seems as strange and improbable as were the inventions of the telephone, phonograph and electric power as applied to streetcars."

George A. McCalvy, Deputy Secretary of State, said: "I confess I am simply amazed, for ever since the first appearance of the reputed airship I have been a most pronounced skeptic. Attorney Collins of San Francisco is an intimate friend of mine, and I must confess that I have experienced considerable amusement by interviewing him by 'phone since his reported connection with the air vessel. In the language of the day, 'I have done many things to Attorney Collins,' but you may put me on record as saying that I am now fully convinced that there is more truth than poetry in the old adage 'that he laughs best who laughs last.' This light is certainly no fake and I am almost tempted to believe that the problem of aerial travel is solved."

J.A. Donlon, Assessor of Ventura County, was one of the onlookers. It required considerable persuasion to induce him to cross the street to catch a glimpse of the mysterious visitant, but the look of incredul-

ity quickly left his face and he said: "This simply passes by under standing. That is certainly no star, and I won't attempt to offer any explanation."

Professor Dodge of Galt, who is in attendance on the Teachers' Institute, now in session, saw the light and declared that he could distinguish the outlines of a dark body connected with it, but so indistinctly as to be unable to give any idea of its shape.

Judge W.A. Henry was also an interested spectator, and also proclaims it not a fake, but a reality.

Charles T. Max Jones, the attorney, was a spectator, but firmly declined to give any opinion as to what the light was, except to say that he thought it was neither a star, a meteor nor a fake.

W.R. Stone of the Secretary of State's office was also deeply interested in the moving mystery. He said:

"It looks like an arc light and moves as though attached to some kind of vessel, and is certainly neither a lantern attached to a kite nor any kind of a fake that I can imagine. I must confess that I am stumped to find an explanation of the mystery other than that it may be an air vessel."

Such were the expressions of but a few of some of the leading men of note in this city, and there were hundreds who stood in close proximity to these few and who uttered similar sentiments.

Lieutenant Fred Martin, commander of the Signal Corps, who was an onlooker, said:

"It simply passes all explanation, and I am fully convinced this is no fake. This afternoon two gentlemen, Messrs. Haines and Fleckart, came into my office about 4 o'clock and told me that they had just seen the airship moving over the city in a northeasterly direction. They described it as a dark, misty object, traveling at an enormous height, yet visible against the clear blue of the ether. I did not pay very much attention to their story at the time, as I was inclined to think they might have seen a cloud, but they were evidently much in earnest in their deliberations and said that no clouds were visible and that the dark object moved with great rapidity. Now that I have seen this mysterious light coming from the same direction in which they saw it going, I am rather inclined to believe that they have been eye-witnesses of some mysterious air vessel." / DR. BENJAMIN DISAPPEARS / The Friend of the Inventor Changes His Place of Residence.

Dr. E.H. Benjamin, formerly of 633 Ellis street, who is reputed to have considerable knowledge of the airship, has apparently disappeared and as mysteriously as the light that so many thousands have seen in the heavens.

For two years past Dr. Benjamin had rented the front room of this lodging-house from E.H. Keiser, but yesterday the furniture, carpets and household fixtures were disposed of under the auctioneer's hammer. Where Mr. Keiser and his tenants have gone was not stated, nor was there a reason given except one given in the spirit of fun by a pretty brunette, who said:

"We have had to move for our self-protection. You see, since that airship story has been afloat, the representatives of the press have been calling here at all times of the day and night to see and interview Dr. Benjamin. Why, some of them have camped upon the front steps until 4 o'clock in the morning, and if they had not been personally known to the police no doubt the officers would have suspected that there was trouble in the house. Our house has become an object of curiosity to every one who passes, and dozens have stopped and looked up to the windows as though they expected to see the windows open and an airship or two fly out, and all because the name of Dr. Benjamin has been connected with the airship story."

"Where is Dr. Benjamin today?" was asked of the lady, but before she could answer the glib-tongued auctioneer chipped in and said: "He has gone to get his airship and take this lady to Europe, where he will marry her."

After the parties had joked to their own apparent satisfaction they gave this information. Dr. Benjamin left the house early in the morning--about 8 o'clock as near as they could judge. He said that he would be back at noon, but he failed to return.

Before leaving he packed up all his effects in trunks, which the auctioneer and his assistants moved into a back room there to wait until the owner should return. Those who moved his effects found in his room some refuse copper which furnished food for comment for a long time. These consisted of a lot of copper cups about the size of ferules for small canes. As these to some extent resembled percussion caps, such as are used on the end of blasting fuse, it was suggested that the little cups were a part of the material to be used, as Attorney Hart suggested, for the destruction of Havana.

The romance of these little pieces of brass was shattered, however, when it was learned that Dr. Benjamin has been experimenting upon continuous bridge-work for teeth and these little cups were the crowns for rows of artificial grinders. Many of these cups were taken away by the auctioneer's assistants for souvenirs, but upon being told that they were only unfinished store teeth the men tossed their copper cups into the street in disgust.

Dr. Benjamin did not return during the afternoon or evening and although in the evening a dim light was to be seen in one of the rooms no response was made to a call at the door. In truth the door bell was fastened on the inside. Thus Dr. Benjamin disappeared. Whether his effects have been removed or not is a matter of conjecture.

In connection with the movements of Dr. Benjamin there is one incident that apparently connects him with the inventor of the airship. It will be remembered that several people who claim to know much about the new whip of the skies have stated that it was built near Oroville and

that its first flight was taken therefrom on the night that the lights were seen in Sacramento. Also that the inventor and owner is or was a wealthy resident of Oroville. The latter statement was made by Attorney Collins at the time when ex-Attorney-General Hart said that he talked too much. On that occasion Mr. Collins stated that the inventor was brought to him by a client. In the same interview he acknowledged that Dr. Benjamin ~~xxxx~~ has wealthy relatives in or near Oroville.

It was learned last evening that a few days before the appearance of the airship's lights over the Sacramento Valley Dr. Benjamin went to Oroville to see his relations.

His visit at that particular time has given rise to some speculation in the mind of Dr. Joseph D. Hodgen, secretary of the State Board of Dental Examiners, of 1005 Sutter street. Last evening Dr. Hodgen said:

"I have known Dr. Benjamin for some time. He comes from Maine, I believe. He is not a regular practicing dentist, but he gives much of his time to experiments in dental work. Of late he has been at work upon continuous plate bridge work in artificial teeth, and idea he got from a dentist from Oregon.

"About two weeks ago I met him with his gripsack in his hand on the street, and he told me that he was going to Oroville or Auburn for a week. I am sure, come to think of it, that it was Oroville and not Auburn. He said that he was going to see his aunt. I have not seen him since. The day I saw him was either on the 17th or the 12 inst. Soon after that I saw the first accounts of the airship over the Sacramento Valley."

NEW CONVERTS. / Dr. Paulin No Longer a Skeptic on the Airship Proposition.

That each day is witnessing the conversion of many skeptics to the belief that the airship is a verity is shown by the willingness of these doubting individuals to become witnesses to their new faith.

Last night Dr. Paulin of 1757 Nineteenth street, East Oakland, took the trouble to telephone his interesting experience to The Call. He said:

"I never had any faith in the airship until to-night. About 8 o'clock Judge Horburgh, a neighbor, called to us and told us we could see the airship. We looked out and saw above us what appeared to be a group of ~~xxxx~~ four or five lights and above them was outlined something which had the form of a whale. It was moving toward the City. Then it changed its course toward Sausalito, and averted again toward the City and soon went out of sight."

A night watchman at North Berkeley says that he saw the light Tuesday night distinctly, and watched it while it traveled from San Pablo and crossed over until it was back of the high hills of Berkeley. This may give some indefinite sort of a clew concerning the place where the alleged airship may be in hiding during the day, so this man thought.

A noticeable fact connected with the mystery of the alleged airship is that the light which is observed is seen to be traveling against the wind as often as with it. This would not be the case if the light were carried by a balloon or kite, as a matter of course. / PRACTICAL JOKERS. / Lighted Balloons Sent Up in Various Parts of the City.

Toy balloons were sent soaring upward with hot air for a motor from several places along Market street last night. The wind was brisk, and when once the balloons were above the roofs they traveled along steadily, and naturally attracted some attention.

Soon, however, the fuel which gave them motion consumed the balloon. There was no one who was stupid enough to believe for a moment that any such proposition as that had been sufficient at any time to deceive the many who have ascribed to the mysterious airship the possession of a large electric light. Those who sent up the fire-balloons on Market street last night soon tired, observing that little interest was taken in them.

Several persons with apparently an idea of having a little fun at the expense of the public went to the top of Nob Hill last evening at about 9:30 o'clock and sent up a hot-air balloon with a Japanese lantern attached to the bottom.

Instead of mounting rapidly to a great height the thing wobbled around and floated off on the wind over Kearny street toward the bay. For half a mile it scarcely rose 300 feet, and its construction and shape were plainly seen. The people on Kearny street jeered at the fake article inflated over them, and several suggested that Mr. McEvoy of the American Detective Agency had changed his place of operation from Inspiration Point, near Piedmont, to Nob Hill, San Francisco.

A local fireworks company reported to-day that they had been doing a big balloon business within the last few days. In fact they have sold more of this kind of fireworks within a week than they have since the birth of July. Purchases have been made by people from Alameda, Hayward, Fruitvale, Oakland, Berkeley and San Francisco. / AGAINST FAKERS. / A Vigilance Committee Formed in the Mission District.

Public interest in the airship is growing every day and with witness practical jokers people have no patience.

The prevalence of small hot-air balloons, carrying dingy lights across the darkened heavens, imposing on the credulity of persons looking for an aerial wanderer, has led to the forming of a vigilance committee. The committee is at present composed of but four members--James Peoples, Ed Perley, Gus Skelly and M.L. Peoples, and is known as the Mission Dolores Vigilance Committee. Although the organization has but a few members each member is capable of making it thoroughly interesting for any man caught in the act of releasing a miniature gas-bag. The most enthusiastic member is James Peoples, the captain, who measures about six feet four inches and is built in proportion. He is looking for and is anxious to meet a practical joker with a balloon under his arm. Then the trouble would commence.

"We take an occasional trip to Twin Peaks in search of balloon men."

said Mr. Peoples, last evening, "but as yet we have not captured one. If we do find one all four of us (we measure all together something like twenty-four feet six inches) will jump all /p.2/ over him for his idiotic acts, and it is safe to say that he will reform." / ~~xxxx~~ ATTRACTIVE VENUS. / Her Charms Still Beguiling Many of the Uninitiated.

AUBURN, Cal., Nov. 25.--People here have been inclined to discredit the existence of the aerial traveler of the heavens, but last night found several reliable citizens who can swear that they saw the light in the sky.

John T. Walsh, hospital steward, noticed a light in the western sky just about over Sacramento, forty miles distant. He called his wife and she and several of the hospital patients vouchsafe the ~~xxxx~~ story as true. Their description is that it was a round light of yellowish hue, nearly as large as the sun. It dipped and curved for a while and then disappeared. Dave Chamberlain noticed a light in the heavens when going to supper shortly after 6 o'clock, and when he reached home called his father's and mother's attention to it. Deputy Recorder Henry Hart is another who saw it.

FRESNO, Cal., Nov. 24.--The airship passed over Fresno at 6 o'clock this evening. Only the light could be seen. Some say it was Venus setting. The light passed over the city in a northwesterly direction. / INQUISITIVE RIVALS. / Searchlights Seeking for the Warship of the Air.

VALLEJO, Cal., Nov. 25.--The searchlights on the monitors Monadnock and Monterey are flashing throughout the heavens this evening, in hopes of discovering the whereabouts of the great airship. Up to 8 o'clock no discoveries have been made and it is expected by the officers at the yard that some other course will be pursued by the air voyagers for fear that big Betsy and Alice on the Monterey will be trained on and fired at the warship of the air. Pic: Ex-Attorney-General W.H.H. Hart.

1896 November 26 (Th) The Call (San Francisco), p. 6. (ed.)

THE AIRSHIP.

Few things of recent occurrence have been more gratifying to The Call than the way in which its reports of the airship have been received by the public. That a story so strange and so seemingly improbable as this should have found a wide acceptance when coming from The Call is, conclusive evidence that the people are aware The Call deals in no fakes, and that whatever it reports is well founded on reason and on fact.

Public opinion on the subject was well expressed by Editor Walden of the Napa Journal at the State editors' convention in Vallejo, in saying that while he was incredulous of the airship he did not like to disbelieve the many persons of known veracity who claiming to have optical evidence of its existence. Mr. Walden added: "If the story had appeared in any other paper than The Call I should have paid no attention to it."

This and other expressions of popular confidence in the reliability and accuracy of The Call's reports on all matters of public interest are in the highest degree gratifying. It will be borne in mind The Call has never asserted the existence of an airship, and never has undertaken even to describe on its own authority the strange light which has been seen. It has given only the reports of those who claimed to have seen it, and who being persons of reputation and good standing in the community are entitled to public confidence in what they say.

The subject is one of popular interest and of so little public importance. It is, therefore, nothing more than proper that a newspaper which aims to give all the news all the time, and give it accurately everytime, should gather these reports and seek diligently to find upon what cause they are based. This is what The Call has done and will continue to do.

It is evident that so many men of good understanding cannot be wholly deceived in a matter of such a nature. There is certainly some cause for the strange lights which so many intelligent people have seen and described. That cause we are now seeking out. We have no intention nor object to deceive the public. We aim simply to make known the truth. The readers of The Call may rely upon it that they will receive as early as possible a full and complete explanation of the mystery whatever that may be. There is certainly some cause for the light and The Call will find it out.

1896-November 26 (Th) San Francisco Chronicle, p. 14. (card 1)

THE AIRSHIP CRAZE FAST FADING AWAY. / STAR-GAZING HAS CEASED. / "ALUMINUM" BENJAMIN RISES TO EXPLAIN. / Bemoans His Unfortunate Lot and Says the Reporters Are Shortening His Life. /

Public interest in the airship proposition has waned considerably during the last twenty-four hours. People are tired of craning their necks and gazing into the sky on the invitation of any excitable person who takes it into his head that he sees something out of the common.

Besides, it is the general impression that the mysterious inventor has been fooling long enough. If he wants to "hold the crowd" it will be necessary for him not only to come out boldly and declare who and what he is, but also to let people see his invention under way in broad daylight, without the mystic glamour of heavenly constellations and fire balloons. Until that time it may be taken for granted that the airship story, like ~~xxx~~ many another good story before it, has run its course.

"Aluminum" Benjamin, under whose pious black hat works an untiring and romantic imagination, was on view all day yesterday, and seemed thoroughly satisfied with the universal homage paid him. He is a man with a naturally imposing appearance and unlimited belief in his own powers of explanation, persuasion and conversation generally.

"All this balderdash about me and Collins parting company is a fake—a bald-headed fake—and nothing else," he said yesterday. "Why, me and Collins are like brothers. This airship trouble has only brought us closer together, and he has acted like a dandy. The man that says I have gone off and joined forces with any other attorney is a liar."

Benjamin has been talking volubly for two days about a working model of his "invention." He has been asked a dozen times to describe it, but has never yet managed to get beyond a vague preamble. He says that "It ain't so big as the Palace Hotel, nor yet so small that you can't see it," and with this lucid explanation his questioners have to be content.

Last night he made a heroic move and shifted his trunk from his Ellis-street lodging to a house on Eddy. He said that it had become necessary for him to change his quarters on account of the trouble that reporters were inflicting on him.

"Anybody 'ud think that I was a cattle thief, the way them fellers are camping on my trail," he said yesterday. "I can't eat in a restaurant but what there's three or four of them looking at me through the windows. Every night when I go home I've got to hold a reception for a couple of hours on my doorstep before I can get into the house. It's come to a point now where I'd almost as soon make the city a present of my airship as have any more trouble about it. Indeed, the only thing that stops me from making such a gift is that they would immediately give the machine my name, and I hate notoriety."

Here and there still remain enthusiasts who claim that the airship is a real and tangible creation and that they have seen it. The betting phrase of the question has just been started by a man from over the bay, and no doubt a few more people, as positive as he, will follow suit. He is H.P. Mitchell, a well-known Oakland painter, and his he is willing to bet \$100 that the airship really exists. He said yesterday that he has seen the wonderful flying machine twice and that he was sure that he was not and could not be mistaken about the matter.

"I saw this thing first about six weeks ago," he said, "and again about two weeks ago. The first time it was out over the bay early in the evening, and I could see it quite plainly, for there were three lights on it. The next time it passed over the city and I got quite a good view of it. Some of my men were with me and there was no mistake about it. It moved about as rapidly as a dove flies, and seemed to be under perfect control. I am not very sporty, but I am willing to lay \$100 that the airship exists. Yes, I would be glad to place the money under satisfactory conditions, for I feel sure that I would win it easily. I was not deceived by any star or meteor. I have a pair of eyes that do not deceive me, as a rule."

"The Real Inventor," as she signs herself, writes to the "Chronicle" that her plans have been greatly misunderstood. She intends to make a grand trial trip this evening over San Francisco and Oakland, and goes on to remark, "The powerful searchlight which has hitherto been used and which has excited so much general interest will be discarded and the car lighted in such a manner that its form and shape will be distinctly visible."

Ex-Attorney-General W.H.H. Hart, who has told a number of his friends that he is the new representative of the unknown airship inventor, is having lots of fun with everybody who visits him in connection with the affair. Hart delights in a little joke to liven up the dull round of legal work now and again. Unlike "Airship" Collins, however, he is not making a mystery out of it, and consequently will not experience the same shock to the nervous system that it was the misfortune of his fellow-attorney to receive.

It is probable that Collins will go to some hot springs' resort in the near future, where, by strict compliance with the demands of a vegetable diet, he may possibly recover from the effects of the nervous strain of the past week.

ANOTHER LOCALITY INVADIED.

At Red Bluff It Resembled a Star, an Egg and a Kite.

RED BLUFF, November 25.—Although the residents of this city were apparently sober last night, yet the airship that has been puzzling San Francisco and Sacramento for the past few days was seen at two different times in this city. At about 6:45 o'clock a crowd on the corner of Walnut and Washington streets noticed almost directly west of them what appeared to be a star, but which was moving rapidly in a southerly direction toward the mountains. Dr. J.A. Owen, who was in the crowd, called to several others who were near, and the crowd watched the object till it went out of sight over the mountains.

C.N. Chase, an attorney, says that he saw it first while standing on the corner of Main and Walnut streets, and that it was rapidly moving toward Leesville. He watched it for about twenty minutes, at the end of which time it disappeared over the mountains. Mr. Chase says that it was going directly west, as part of the time the ship was on this side of the mountains and he could see the summit of the mountains above it.

Soon after the object had passed out of sight a telegram from Chico was received stating that the object had passed over there a few minutes previously. W.H. Hughes, a carpenter, climbed to the top of the City Hall after it had disappeared, and says that after making a few turns it came back over the mountains, and a few minutes later it again passed over this place.

A telegram was a short time later received from Leesville saying that the strange craft had gone as far as that place and from there had turned and gone back toward Red Bluff. Several people say not only that the light was visible, but on the return trip the body of the object was seen. The witnesses compared it in shape to an egg. Many thought that the light was from a star, but this theory was spoiled by the rocking motion of the machine. It was precisely like that of a kite.

THE SCARECROW FLY-BY-NIGHT. / The Thunderbird preparing to Throw Eggs at Weyler. / Airships Come Not in Single Spies, but in Battalions Invading the Blue. / Plenty of Authority, but Most of It Has Filtered Through Three or Four Generations. / SCIENTIFIC MEN PRONE TO SCOFF / Every County in the State Has One or More Fiery Monsters Careening Up and Down the Heavens. /

Fly not yet, tis just the hour/When pleasure, like the midnight flower/That scorns the eye of vulgar light,/Refrains to bloom for sons of night/And maids who love the moon./Twas but to bless three hours of shade/That beauty and the mood were made./'Tis then their soft attractions glowing/Set the tides and goblets flowing./Oh stave oh stay! / --Moore's Address to the Thunderbird. /

Nevertheless the Thunderbird will not stay for any or all of these attractions. He is busy getting ready to drop a hot bomb on Weyler's head. People who have ventured to suspect that he is a common, ordinary goose, addicted to cackle, are treated with reviling. He is a filibuster bird, he is, and he is ready to destroy Havana in forty-eight hours. The bird is preparing to throw eggs at Weyler.

The man who has not an airship in his backyard in these days is poor indeed. The man who has not seen a fleet of airships maneuvering in the skies has left California ashamed of himself. He is like the man who fell out of the balloon. He is not in it. They come not in single ships, but in battalions. The county or town in the State which cannot produce a machinery bird or two is hiding its head in shame.

In Santa Clara the monster was seen striding the blast in the direction of Gilroy. In Sonoma he was horsed upon the sightless courier of the air. In Placer he flipped and flapped like tuppence in a rag, and in Alameda he is writing letters to the papers.

There was a faker yesterday on a side street who had gathered a bunch of listeners whom he was trying to interest in the virtues of soap—his soap. But somehow he could not hold their attention. It seemed as if every man in that crowd had a rubber neck. Then he unde stood, and he began:

"Why stand ye gazing up to heaven? Looking for airships, eh? Well, that is all right, but you won't see any airship to-day. There is an airship all right. I've seen it myself, and you'll all hear about it and see it in a few days. I know the man that made it, and it is straightening out the wavy motion that bothers him up in the cloud. That'll be all right, but you won't see it this afternoon, and as I was saying, this soap—"

There is not a respectable star in the heavens that is not in danger of being confounded with this vagrant fly-by-night, and a hot-air balloon is enough to cause a riot on the streets. Neither is there any lack of authority of a sort for stories. It is true that most of them have filtered through three or four generations of story tellers for the family tree of the father of lies has many branches that over shadow the earth.

Still another ex-Attorney-General Hart has become entangled with the mysterious flying machine—or at least with one of the flock. This particular "ex" is A.L. Hart, formerly of Sacramento. Mr. Hart confided to some friends a few evenings ago that he knew the lawyer who had been retained by the inventor of this bird or birds of the air, and who had taken a ride into the ether aboard the craft. Mr. Hart explained yesterday that he bases this statement upon information imparted to him by an acquaintance who said Lawyer Collins was the man, and that the latter had told him all about it. Collins, said Mr. Hart's friend, went into great detail in explaining the workings of the aerial navigating apparatus, and assured him that this saw machine was the identical one which has so narrowly missed knocking down a few church steeples in Sacramento.

But now that Attorney Collins has found that the "time for his appearing" has arrived, and has repudiated all statements attributed to him regarding the mysterious airship, ex-Attorney-General Hart—that is, A.L. Hart—is unable to be of any further assistance in the way of clearing up the mystery surrounding the "strange light" that dodges among the clouds.

Another inventor came to the front yesterday, or, rather, permitted himself to be discovered—and to those who were inclined to be inquisitive he seemed willing enough to allow them to mistake him for the millionaire who is reported to have been lately scurrying and slumping in midair. He would not admit that this was true, but would vouchsafe inquirers a knowing smile and say, with a show of commendable modesty, that he'd rather not discuss the subject. This inventor does not hail from Oroville. He is a local man and his name is David Francouer.

"But you do not deny that you are the inventor of a flying machine?" Francouer was asked yesterday.

"Oh, no; not at all," was the reply. "I am free to confess that I believe I have solved the problem of aerial navigation."

"Have your experiments been successful?"

"Quite so. My machine is a veritable bird. After two years of hard work I struck the secret of combining both the balloon and aeroplane theories, and after that all was easy. Yes, my machine has traversed the air already, and the one I have now is capable of carrying twenty people across the continent without a stop."

"Have you made any experiments in the neighborhood of Sacramento, San Francisco or Oakland lately?"

Now, it was this question and similar ones that invariably caused Mr. Francouer to grow coy.

"No, I don't think I have ventured close to any of the places you mention," he would say.

But finally the inventor was asked what he intended doing with his

airship--that is, for the present, prior to sailing to Havana and destroying that city in the interest of the Cuban revolutionists. He must have forgot himself.

"Why, I've rented a vacant store on Market street and I'm going to exhibit it to the public at two-bits a squint," he replied before his friends could catch him and admonish him to shut up.

Lawyer George W. Monteith, not to be outdone by the ex attorney-generals or by the visionary Mr. Collins, made a real discovery of a flying machine yesterday, and, like his rivals, immediately became mysterious.

Meeting a friend on Market street, Mr. Monteith seized him by the arm, hissed into his ear that not a word should be spoken, and then dragged him into a dark and deserted alley.

"Sh-h-h!" was the attorney's first admonition. "Not a word of this to anybody. I've found it, sure. It has wings and a long tail."

"Say, my old friend, it's plain to me that you have caught the airship malady, too," and the lawyer's victim, as he endeavored to disentangle himself from Monteith's grasp.

"Haven't touched a drop, sir; but I tell you I have discovered the real airship--the one that's been cutting all these capers over the housetops at night. Why, I can take you to a man who can tell you all about it, and more than that, can show you a working model of the skyscraper in a minute. Listen, and I'll tell you how it happened. Do you know George Crossley? No? Well, he's the engineer of the Spreke's building. George has been acting mysteriously of late, and when I took him to task the other day he came right out and admitted that he had been assisting the gentlemen who were interested in the new airship, and that he had been practically superintending the recent experiments which have been astonishing everybody."

To prove his assertion Mr. Monteith hurried his friend to the Sprekels building and dragged him into the elevator.

"We will go and see the model first," he whispered, and they were both waited to the third floor. The attorney led the way to a room and opened the door.

Well, there was a flying machine there all right enough--that is, a model of one--with its wings and tail and a propeller, which, by its rapid revolutions, was making a noise like a Japanese top. But the airship was not flying around the room. It was held securely to the ceiling by stout steel cords.

Dr. C.A. Smith, the inventor of Mr. Monteith's discovery, has had it on exhibition in this room for a number of weeks, and is endeavoring to get some capital interested in the scheme in order that he might make some practical tests of his invention. He is certain that it can fly.

"No, I'm not the inventor who has been flying up and down the coast of late," said Dr. Smith when seen last evening. "I'm glad I'm not, for I have a better machine than the one that has been making those nocturnal flights. Of course I have never seen the latter machine, but I know mine is better. Do I believe that the problem of aerial navigation has been solved? Why, you talk foolishly. Of course it has. My dear sir, it is merely a question now of who has the more perfect apparatus. I have no doubt that somebody has invented something in which he has been floating about lately, but that does not bother me, for I know that I have the superior article. And what is more, I have it protected by patents. They can't steal it from me. My invention is intended to wipe out railroads and steamships, and is not for midnight pleasure parties."

Another anonymous inventor writes to "The Examiner" promising that his ship will be, as he spells it out, "visible to every one by daylight on Thanksgiving Day at noon," and he adds that none others are genuine. All the fly-by-nights he insists are fakes, for the safety lanterns on his ship are not big enough to be seen at any distance. So now look out for a daylight bird.

THICK AS GEESE.

Airships Over Oakland Grouped in Flocks in the Sky.

OAKLAND, November 25.--Mysterious lights were seen floating over Oakland and Alameda last night. Shortly before 8 o'clock a light shot up over Piedmont and drifted up into the clouds. About 9 o'clock another light was seen drifting in the vicinity of Alameda. Thousands of people saw the lights and many reputable citizens were ready to affirm that they had seen the mysterious airships.

Joseph D. Strong, who spent this evening in Oakland, said that he had obtained ~~the~~ glimpses of "flocks of airships." They seemed to him to be going up in all directions, grouping themselves in the sky much as a flock of geese in spring time follow the parent goose and pander.

Another explanation of the wandering light that has been pursued over the hills of Oakland has been given. All of those who have seen the light have described it as being like the searchlight that shone over the Midwinter ~~and~~ Fair grounds in San Francisco. The conclusion is that the light comes from the chutes each night and when reflected on the fog gives a weird appearance. Mrs. E.H. Crawford and Miss Kate N. Bassett, who reside at 522 Tenth street, saw the light several times during last evening. It raveled back and forth through the heavens just as described, and the ~~ladies~~ ladies are satisfied that it was the searchlight at the chutes.

FRESNO DISAPPOINTED.

It Was Only the Planet Venus After All.

FRESNO, November 25.--An amusing incident occurred shortly after sunset this evening. A Thanksgiving crowd was drifting around the town when suddenly the report was circulated that the airship was in sight near the Western horizon. Several hundred people gathered on Mariposa street looking westward, where a bright light appeared in the clear sky just above the coast range. When it became known that the object was the planet Venus the crowd melted away and pronounced the airship a fake.

HUNG A LANTERN IN THE SKY.

Auburn People Say It Is No Longer a Joke.

AUBURN, November 25.--The mysterious aerial traveler has been looked upon as a joke here until to-day. People can hardly dispute the word of Hospital Steward J.T. Walsh, who says he saw a lantern in the sky last night about 6 o'clock. It looked to be just over Sacramento, and had the shape of a round light half as large as the sun. Mr. Walsh's family, several inmates of the hospital, J.B. Chamberlain and family, Deputy Recorder Henry Hart, and other reputable citizens saw the light. It remained about half an hour.

[cartoons: Beats Edison--The Blind See Ships (vide X-rays to make blind see). The Inventor of the Airship (2 boys w. hot air balloon). Only Star Not Mistaken for an Airship Is Sad (Saturn crying).]
[Poem: The Thing of Wheels and Cranks and Frolic]

1896 November 26 (Th) Grass Valley, Calif., D. Morning Union, p. 3.

THE ALLEGED AIR SHIP. / Numerous People Saw a Strange Light in the Heavens.

The people of this city are becoming aroused over the stories in the newspapers about an alleged air ship or flying machine, which people in different parts of the State claim to have observed of late.

Several people in this city say they plainly saw a strange light in the western heavens at about 6 o'clock last evening. It looked as though it was far away but was very bright. A Union reporter enquired of a number of people who were named as having seen the light and found among them the following who stated that they observed it: Justice Holbrooke, Sheriff Getchell, Deputy Sheriff Neagle, a man named ~~as~~ Patterson and several others. They all describe the strange light about the same, saying that it is oblong and raises and drops occasionally. Those who witnessed it think that it was in the direction of Sacramento.

1896 November 26 (Th) (Carson City, Nev.) Morning Appeal, p. 3.

AIR SHIP OF WINNEMUCCA.

A number of Winnemucca ladies declare that there is no mistake but that an aerial traveler passed directly over this town, exhibiting a magnificent searchlight at the hour above mentioned (!). They were up patiently waiting for their husbands to return from lodge and as they sat by their windows they saw what they thought to be a golden chariot, resplendent with light, and horses with wings, behind which sat anela with harps, and crowns of flowers upon their heads from which sparks of light shone bright as the stars in a crystal mine. "O no, it was no dream, for we saw and spoke about it next day among ourselves and we all agree that it was an omen, an apparition, which we read once in a paper would appear to a few of us four years before the end of the world in 1900.

Nov. 24 ed.; 25, 2 article; Dec. 3, Horen.
1896 November 27 (Fri) The Call (San Francisco), p. 14. (card 1)

AS LARGE AS A BIG WHALE / W.H.H. Hart Tells of the Length of the Airship. / ANOTHER WILL BE BUILT / It Is to Be Used to Destroy the City of Havana for the Junta. / TEN MILLIONS IS DEMANDED. / No Trouble to Navigate the Sky Now That a Perfect Storage Battery Is Invented. /

The subject of the airship and lights seen by the people of half a dozen counties has not lost any of the interest in the public mind. Notwithstanding the fact that the weather was very cold last evening hundreds of people on both sides of the bay spent considerable time out of doors looking for the mysterious lights to reappear and skip across the ~~map~~ sky.

Up to a late hour no lights were seen, and the impression was that the inventor ~~and~~ his assistants were taking a night off and enjoying a Thanksgiving dinner and a little rest.

The legal representative, however, says that the men never rest, but are hard at work improving and perfecting defective parts of the machinery. He promises that ere long the public will have positive proof that the ship exists.

Attorney W.H.H. Hart is as enthusiastic over the airship in which he is interested as though the matter were that of praise instead of ridicule on the part of the unbelieving. He seems to be thoroughly convinced that he has a good thing, and if there are those who regard the whole affair as a hoax or a fake Mr. Hart says they will have to remain in ignorance ~~as~~ so much longer.

That it exists and has made successful flights he has no doubt, although he has not seen it.

Of those who are convinced that there is such a thing as an airship Mr. Hart said: "It will be a matter of only a very short time before they can say, 'I told you so.' Even if I had not personal knowledge I would be very careful about branding the thing as a fake. The position of The Call has been fair and impartial. It has simply published the statements of those who saw what which they believed to be an airship, and has made no attempt to convince the general public that these people were either fools or had wheels in their heads."

The attorney, in the course of a long conversation upon this all-important subject, explained a number of features that heretofore have not been made public. In the first place he gave the length of the airship as about 125 feet and of a width in proportion to its length. This corresponds to the statement of W.J. Taylor of East Oakland, who said the airship he saw on Wednesday evening looked like a large whale. Another important disclosure was that the inventor and Mr. Hart have already discussed a proposition to construct another airship of not ~~as~~ over fifty feet in length, to be used for war purposes principally.

"The one the inventor has now," said Mr. Hart, "is too large and uses up too much power in running against the wind--that is, it presents too much surface to the wind--and the one we are thinking of con-

structing will carry the same apparatus and power. The amount of power now used to operate the big airship will last twice as long and do much more service if applied to a smaller ship."

"Do you seriously consider the building of another airship?" was asked.

"Yes, if there is any inducement. I see in to-day's paper that the Cuban Junta wants to purchase Cuba's liberty from Spain for a hundred million dollars. Now our ship would secure the same results at a much less figure. I talked with the inventor yesterday morning and he said that if the Cubans would give him \$10,000,000 he would wipe out the Spanish stronghold of Cuba."

"Would he demand the cash in advance or its equivalent in securities?"

"Oh, no. The new Cuban Government would be good for such a debt. All he would want would be the dynamite. He would furnish the rest and do the job."

The attorney spoke of how the inventor with his airship and deadly explosive would do the job with as little emotion as though it was a nest of rats instead of a city of wealth, power and beauty. Resuming, he said:

"If such an agreement or contract is made the airship can be taken to New York and shipped by steamer to Cuba. My suggestion is that it be landed not far from the scene of operations. I advised that a balloon be used to raise the airship to the desired height, so as to save the power ~~xxxx~~ stored in the storage battery. When the ship is raised to the desired height the balloon can be cut loose and the airship go about its business. When it gets through dropping dynamite into Havana it would still have plenty of power left to get back to where it started from."

"And the inventor will do this job for \$10,000,000?"

"So he says. He asserts that he is not in need of money and that it will only take about thirty days to build a smaller airship. The material would cost considerable, as aluminum comes high. He could put the smaller ship into perfect working order for about \$25,000 or \$30,000, and I believe that he will construct such an airship before long."

The attorney was led off to the subject of the power used on the airship, and, as before, he said that it is electricity stored in a storage battery. He has an interest, he said—a part interest—in a new storage battery so light that it practically overcomes one of the greatest obstacles of aerial navigation. Mr. Hart continued, saying:

"For a long time scientists puzzled their heads over the question ~~show~~ they could secure a large amount of power without carrying a large amount of weight. This has been accomplished in the Fargo storage battery in which I am interested. I can put in an airship a twenty-horsepower battery that will not weigh over 100 pounds that will run continuously for ten hours. It does not require any more power to run the airship than my client has operated lately."

"Has he a Fargo storage battery in his ship?"

"Well, I am not at liberty to state at present. The inventor of the Fargo storage battery and the inventor of the airship are personal friends, and as I was interested in the new battery it may account for my being called into the airship scheme. I do know that this battery would give all the power such an airship would require and it can be easily charged from any common motor."

The destruction of Havana by an airship came once more before the eye of Mr. Hart, and he said that the charging of the storage batteries might be a matter of difficulty in the neighborhood of Havana. The destroyer would not dare to go too near to the Spanish fortifications, as it is not bullet-proof. It might be difficult to secure electricity in the little tropical island. The battery might possibly be charged on the deck of the steamer from a dynamo run by the steamer's engines, but eventually would ~~xxxx~~ be attended by great risk considering the vigilance of the Spanish cruisers.

"Would not international complications arise out of an aerial warship leaving the United States to destroy a Spanish city in Cuba?"

"Oh, no, not at all. The parties could go outside the jurisdiction on a chartered or purchased steamer and sign the contract and make all of the arrangements necessary. No, the United States would not become involved in any annoyance with Spain. At any rate, the inventor is ready to take the risk and send an airship to Cuba for war purposes as soon as the Junta is ready to talk business."

While much of this conversation was taking place Mr. Hart was at the Chutes showing his little boy the hot air balloon. After the huge smoke-filled bag had shot into the air with the daring athlete dangling to the end of the parachute crossbar, and the excitement was over, the attorney started for home. Just before entering the house he said: "You can tell the public that in ~~xx~~ a very short time it will have positive proof that the airship is ~~xx~~ a reality and not a hoax. I assert this, although I have not yet seen my client's airship. I am convinced that it exists, for I know that the main obstacle, sufficient power, has been overcome and that was all that has stood in the way of aerial navigation for years past." /

GLEANED OVER SAN JOSE. / Several People Saw Lights Moving in the Air Above the City.

SAN JOSE, Cal., Nov. 26.—The mysterious airship, according to the statements of many persons of good standing, passed over this city again this evening about 7 o'clock. The lights of the machine alone are alleged to have been seen, but all of the parties who saw these from different quarters agree as to the character and course pursued by the supposed airship.

Robert Shiels, an employe of the San Jose Art Emporium, was on San Carlos street, near Eighth, in the company of two young ladies, when his attention was called to the moving light by persons residing in the neighborhood. Mr. Shiels claims to have previously been skeptical in

regard to the airship, but stated positively that he is now satisfied he saw the lights of the machine.

He said he at first saw one light about the size of an ordinary arc electric lamp. He stood still and watched the light moving westerly. It began to lower and then two lights were visible. When it arose again only one light could be seen. The machine, he said, eventually took a southerly course, again displaying two lights which were visible for some time and then disappeared in the distance. George Prasted said he saw the light from the Julian street road about three miles from the city. His description of its size and course agreed with that given by Shiels.

S.S. Farley, proprietor of the Mayverne Creamery, saw one large light moving rapidly westward. A turn south was made when two lights were visible. Mr. Farley's wife, Percy Steeves and a Miss Harris, who are neighbors, were with him at the time the supposed airship and substantiate his statement. (1)

Mrs. E.P. Young, who resides at 328 East San Carlos street, stated that her attention was called to the supposed airship by the son of Mrs. Parkinson, who resides opposite, and who was sent to her house to tell her the airship was passing over the city. She went to the door in company with her daughter and a young lady, a Normal student, and they saw the moving light as stated. Each of these persons is satisfied that the lights they saw were attached to an airship. / LIGHTS IN THE SOUTH. / Several Believe That the Airship Was Over Los Angeles.

LOS ANGELES, Cal., Nov. 26.—The now thoroughly famous airship, which has interested so many people in Central California for many days and nights, has apparently passed over the Tehachapi range, and was seen in Southern California last night by at least three persons of excellent reputation for truth and veracity. One of these is George Smith, the bookdealer on Second and Main streets, who insists that he saw the aerial navigator and its lights while on a Pasadena car last night. Others of the passengers, Smith believes, also beheld the remarkable sight. Walter F. Parker, secretary of Mayor Rader, insists that he saw the airship while star-gazing last night, and Robert Kern, the well-known boniface, also adds his testimonial to the general credence of the reports made. None of these gentlemen ever gaze on the vine when it's red, hence their story does not need an affidavit.

It is also reported that Frank Smith, a brakeman on the Santa Barbara local train, saw mysterious lights in the San Fernando Valley last evening. The brakeman concluded that the overhead lights were meteors, and therefore did not communicate with any one on the train about the matter, but the proximity of at least three lights at the same time, moving on parallel lines, impressed him with the idea that the sight was a remarkable one. On relating his observations to a fellow-railroader here to-day, he was reminded of the airship of the bay region. He afterward secured copies of The Call, read up the whole story for the first time, and is now confident that the aerial navigator is what he saw.

A remarkable feature of all the stories is that the lights were all seen at the same time and each individual describes exactly what the others saw, viz.: triple lights dancing in a zigzag way and moving on parallel lines from northwest to southeast and passing over the mountains toward Riverside. / Saw a Bright Light.

PETALUMA, Cal., Nov. 26.—Almost the entire population of Petaluma was on the streets last evening about 7:30 o'clock, watching a distant twinkling, brilliant light moving horizontally and southward as well, which, under telescopic scrutiny, furthered showed what was apparently a dark cigar-shaped body, which evidently carried the light, so, though skeptics are numerous, no doubt Petaluma was treated to a far-away view of the much-talked-of airship.

1896 November 27 (Fri) The Call (San Francisco), p. 14.

Viewed the Airship.

ALAMEDA, Cal., Nov. 26.—During the excitement of the past three evenings over the reported airship the wags have made life miserable for many of the Alamedaans. Monday night Max Gundlach and J.A. Riley, two well-known business men, were upon the street corner with a section of tin-conductor of a gutter-pipe, looking through it and insisting ~~xxxx~~ that they had a telescope and could see the outline of the aerial monster. They refused to allow any one to look into it until they had been paid. Being so well known no one hesitated to pay the price asked. The people taken in refused to divulge the sell to others and so the joke went on indefinitely.

1896 November 27 (Fri) San Francisco Chronicle, p. 6.

(card 1)

THE AIRSHIP HOAX. /

It is not astonishing that so many people who looked at the matter theoretically were deceived by the flying machine hoax. This is an age of such amazing wonders that an interrogation point has been placed at the end of the word impossible. A quarter of a century ago a man who would have prophesied a time when Jones could stand in San Francisco and talk with Smith in Oakland would have been taken care of by his friends. Yet the telephone has made it practicable for Jones to call up Smith in San Diego and converse as long as he pleases without raising his voice. At a time when a roll of wax will carry one's own speech down to posterity long after the speaker has passed beyond these voices, and when the vision can be projected along a single ray of keener light through flesh and blood and wood and stone, what is there in the idea of a flying machine which seems incredible? The only wonder is that man did not invent a means of flight long ago.

Shall the sparrer and swaller / Beat us holler? as Darius Green scornfully queried.

But there is one astonishing thing about the recent or present hoax and that in the case with which people's eyes have deceived them. Scores of reputable men say they have seen the dim shape of an airship in the light of the arc lights on its hull, yet they were plainly fooled by a flying scud of cloud through which the stars shone fitfully. Even Venus and Mars have been pointed out by excited razers as part of the electrical plant of the aerial arroyo. A stray fragment of some broken star from Flammarion's celestial avalanche has been enough to convince thousands that they had seen the rocking side-lights of an outlined vessel as it went surging before the gates of the empyrean. The soberest men "sav things" and swore to them. With a bit of luminous vapor the credulous mind could shape a winged monster of the air that even the spyglass could not betray to the overwrought senses, while the sound of wind in the telegraph wires came to his strained ear as the voice of the sky-pilot yelling orders to his crew.

It was a strange hallucination while it lasted and, indeed, is not over yet. An esteemed contemporary manages to see the thunderbird with in an hour after each day's sunset. But in a day or two even its credulity will lapse and then the star-gazing public will wonder how it could have been so badly tricked by its imagination. Perhaps it may occur to some that it [is] not so surprising after all, when the cynical moderns of San Francisco have been so badly taken in by the phenomena of cloud and star, that the unlettered people of the Black Forest were wont to see *serpens* and *chimeras* dire and the poor peasants of France the gracious figures of their embodied saints. Imagination goes a long way to account for miraculous appearances in the mediaeval past when its power over an every-day street crowd of Californians is so manifest.

1896 November 27 (Fri) San Francisco Chronicle, p. 7.

KITE TAKEN FOR AN AIRSHIP. / A. H. Babcock Causes a Little Excitement in Oakland.

OAKLAND, November 26.--A.H. Babcock, an electrician, sent a monster box kite skyward this afternoon, and unintentionally convinced hundreds of people that the airship was a fact. High up in the air it really looked like a pair of small balloons with a car between the two. It attracted instantaneous notice, and so complete was the deception that the members of Babcock's own family gazed at it for a time under the impression that an airship was visiting Oakland. They were not convinced until they were given a change to tug on the line which held the kite.

The kite was in plain view of all the eastern end of the city, and even through a glass looked like an airship. To make the thing appear more real the line parted when the kite was nearly 1000 feet in the air. The kite circled around and then went off toward Fruitvale. It seemed to be lowering as it left the city limits, and the impression was created that it was coming down. Many of those who had been observing it started to follow it up in order to get a closer view. Babcock pursued the runaway kite on his wheel and managed to recover it from some boys near Highland Park. The kite is sixty-seven inches long and consists of two boxes of cloth supported by a stout framework.

1896 November 27 (Fri) San Francisco Chronicle, p. 7. (card 1)

GRISER SMASHES UP HIS AIRSHIP. / YEARS OF TOIL FOR NOTHING. / WAS A MACHINE THAT WOULD NOT FLY. / Recent Reports Were Discouraging to His Hopes and He Abandoned the Scheme. /

OAKLAND, November 26.--The flying machine, which so many Oaklanders have come to regard as a reality, has struck despair deep into the soul of John Griser, an inventive shoemaker, and has induced him to destroy a contrivance upon which he has spent years and years of toil in an endeavor to solve the problem of aerial navigation. John Griser's shop is at 374 Twelfth street. It is tucked away between to tall and more pretentious buildings, but very few people know that Griser lives in squalid quarters because all his spare money has gone for improvements on his flying machine.

As long ago as 1880 Griser cherished the idea of solving the ~~same~~ problem which has baffled the ingenuity of man. He figured and planned on a dozen or more of machines, and finally struck the idea which he thought would win. He commenced the construction of an airship, and piece by piece he got it in shape for trial.

Patience and perseverance were necessary to his success, and he has both qualities in abundance. A score of times he built up a thing of wood and iron, with fan-like wings and unsightly fittings, and a score of times he sent it all to the trash heap. Then, at last, he struck the plans which promised to develop a ship able to do all expected of it. His contrivance was large and awkward. He gave up his sleeping-room back of his shop and placed the thing in readiness for trial. The body of the machine was much like a cone, and four flimsy wings swung from it. Slats, iron rods and canvas were planted upon each other neatly and to stay, and the whole machine, as explained by the enthusiastic owner, seemed able to fly if it but had the chance.

The chance came one morning last July, when Griser and a number of his German friends gathered on Franklin and Thirteenth streets before daybreak to try the invention. There were no people on the streets to inquire or look curious, and the trial was made. Griser took his position in the pecan-shaped boat, and started the treadle which was to furnish the power. The wings swung about obedient to the mechanism, but some of them his the cobblestones and were demolished. The body of the ship wobbled around for a time as it lay across the car tracks, but never gave any sign of leaving ~~the~~ earth.

Again and again John Griser tried his machine. As fast as it broke he would mend it, and apparent defects were rapidly made good. The whole undertaking was a secret for a long time, and then people caught glimpses of the strange object during the early morning hours and waxed curious. They got in the way of going to see the trial flights

and then John Griser ceased his endeavors altogether. He stored his wooden bird in a back room and let ~~shams~~ shoes go unsoled to tinker about it.

Time went on, but he could never perfect his contrivance. Then came the story from Sacramento and elsewhere that an airship had been seen. Griser grew disconsolate and looked upon his own creation with suspicion. He satisfied himself that some one had anticipated his dream of triumph, and then he gave up. He marched into his back room the other day and smashed his idol into smithereens. It went to the kindling pile, and now John Griser is back at his bench a wiser, a sadder and a more distrustful man.

1896 November 27 (Fri) (Tacoma) Daily Ledger, p. 4.

WHAT WAS IT? / Wonderful Apparition Seen Over Tacoma.

Tuesday night at about 12 o'clock Mr. and Mrs. St. John saw a peculiar phenomenon in the heavens as they looked out of their window on Tacoma avenue. Mrs. St. John first saw the strange light and called her husband's attention to it. It appeared to be high up in the heavens, east of Mt. Tacoma and moving slowly in a southeasterly direction. They were lying in bed and watched this heavenly stranger a long time. They first saw it through the north window in their room, but after awhile they could see it through a window several feet further south, without having changed their position in bed.

This proves that it must have traveled a long distance during the time they were watching it. Mr. St. John describes it as having the appearance of a brilliant electric searchlight and looked to be nearly the size of an arc electric light. It flashed often and each time sent forth various colored rays of light, shooting out from the center in every direction, like spokes from the hub of a wheel. It seemed to have a wavering motion and moved back and forth in its course through the heavens like a vessel at sea in a storm. He is puzzled to know what it was. The article in the *Ledger* yesterday morning speaking of an airship in California struck him that possibly this stranger in the heavens might be somewhat related to the California wonder.

1896 November 28 (Sat) Sacramento Bee, p. 1 (1).

STILL THEY COME. / The Air Ship Said to Have Voyaged from Near Oak Park to Arno.

M.A. Bunce, of the Louisiana Tract, called at the Bee office this morning to declare that he had positively seen the air ship last evening. He said that it was about three miles from him at the time and was not more than 100 feet in the air. He declares it had one red and one white light and that he distinctly saw it flapping its wings.

A telegraph message was received by The Bee from Edward McGuirk at Arno to the effect that he, too, saw the air ship last evening and more than that he ~~skxxxx~~ heard voices coming from it.

Next:

Nov. 27 p. 4 eds. A Coincidence Merely. (From the Yreka Journal.)

The report that an air ship was seen to pass over Sacramento ~~was~~ one night last week has caused considerable excitement among residents of that city. A number of people declare they heard voices from the ship. Many theories have been advanced as to what these citizens really saw, and a peculiar feature being that most of those who saw it ship were in the vicinity of a large brewery.

A Rash Assertion. (From Stockton Record.)

Stockton has some people who are known to possess as much veracity as the inhabitants of the Capital City.

And now the Sacramento lover, as he proposes to go moon-gazing with his dear one, whispers "Will you airship with me!"

Nov. 28 p. 1. The Air Ship Heard From--The crew of the air ship has just sent a telephone to the Capitola Tamale Parlors...to prepare the turkey tamales for their refreshment, public invited.

Jan. 7, p. 4: DeForest's model airship.

1896 November 28 (Sat) Sacramento Evening Bee, p. 2. (card 1)

SHIP AT OTHER PLACES. / Some Suggest Our Whisky. Some Take It Seriously. / SAW THE LIGHT; BUT NOT THE FLAPPING WINGS. / In One Town the People Get Mad When You Mention It--Fresno Envious of the Quality of Our Beverage--The Story Spreads Beyond the State's Border. / (From the San Bernardino Sun.)

It seems to be established beyond doubt that a strange visitor of some sort is just now disturbing that part of the heavens which extends over San Francisco and Sacramento and the intervening territory, and even the scoffers at the news as first stated have been forced to admit that the mass of testimony is so great as to put the question of its existence beyond doubt. / Ship Remains to Be Seen, Too. / (From the Grass Valley Tidings.)

Whether the story of the air ship passing over Sacramento was a fake or not remains to be seen. But if it was not it has been the cause of bringing to light many liars who have hitherto been veiled in obscurity, and who have borne good reputations for veracity. / Light? Yes; Ship? No! / (From the Oakland Times.)

The air ship passed over Oakland last evening at 7 o'clock. Plenty of people saw the [] gracefully with the wind, which was from the west. It was probably a thousand feet high, and vanished toward the foothills. / That Danger Has Passed! / (From the San Jose News.)

It is said that there are several men in San Jose who have seen the flying machine, who will not admit it, fearing they may be regarded as eligible candidates for the Keeley cure. /

50
TKI Thinks It a Reportorial Conspiracy. / (From the Stockton Independent.)
It was not the probability that an air ship could be made to travel as the Sacramento story related that was doubted. It was the way the story was written that caused doubts of its correctness. Private information from Sacramento says it was a "hoax" concocted by the other reporters to deceive the Call correspondent who made the most of it. / Had Never Heard of Stockton / (From the Stockton Record.)

Since the alleged embodiment of one of Jules Verne's wildest dream shot across the sky above Sacramento last week, it has been a very easy thing to see an air ship darting through space in the nocturnal watches, and everyone who gives testimony as to its reality is booked as "a reputable citizen." People have even gone so far as to say that the man-made aerolites are being manufactured now and that Stockton has ordered three. If that is the case one of them passed over the city last night, but the engineer evidently did not recognize the place and went on down the valley. Stockton has some people who are known to possess as much veracity as the inhabitants of the Capital City, and they say they saw the air ship last night. / Must be a Hoax Now. / (From the Carson Appeal.)

The Bee's account of the big air ship at first regarded as a hoax is now being written up in all the Bay papers. / If a Fake, a Good One. / (From the Fresno Republican.)

That air ship which twice has swooped down upon the citizens of Sacramento--causing The Bee to inquire in ~~xxxxx~~ largest headline, "Have We Got 'Em Again?"--and which has furtively showed itself to a select number of San Franciscans and Oaklanders, may be a fake, but it bears a more than ordinary amount of the fingermarks of truth for a story of that ~~sax~~ character. If it is a fake, it will take its place among notorious and successful ones. If it is not, a new world opens before mankind. /

Saw Verne, Most Likely. / (From the Alameda Encinal [?].)

Now, in Alameda, last night it was different. Knots of people stood on the streets gazing at a bright light in the east, but could not perceive even the faintest outline of an air ship. The light was too high up for either an electric light or a railroad signal, and opinion was divided as to whether or not it was a star. While we watched the object it remained fixed in one position. / Getting 'Em About It. / (From the Dixon Tribune.)

A few steps further and the party discovered to their utter chagrin and discomfiture that an incandescent street lamp with the bracket that supported it, aided by the falling rain and a background of clouds was responsible for one of the strangest optical delusions that they had ever experienced. The very mention of an air ship is now enough to arouse the ire of a number of our worthy citizens. / Our Fame Spreads. / (From the Deseret Evening News, Salt Lake.)

The supposedly perfect air ship of California, to which considerable attention was given in the press dispatches of Sunday and Monday and of which first mention was made in the News last week, continues to attract much notice. One reason of this is the mysterious night voyages which its builder is said to be making to the astonishment of very many Californians, who declare they see the strange craft, brilliantly illuminated, moving about each evening. Salt Lake City also has one eye-witness to the strange things that have been going on--Mr. Harman, of an eastern merchants' protective agency in this city. He has been to San Francisco, and his account does not differ from ~~sax~~ that told in the News on Saturday evening. / Our Whiskey Complimented. / (From the Fresno Republican.)

The Stockton Mail says that air ships "will be a reality yet." Order your drinks from Sacramento, neighbor, and see if it is not a reality now. /

El Dorado Offers a Solution. / (From the Placerville Republican.)

As the stern was turned toward the Placerville Observatory, something was seen straggling out into the air behind the ship. Professor Miano turned a powerful night glass upon it and as the ship disappeared he discovered that the object was a dead newspaper reporter hanging with a rope around his neck and branded LIAR in big letters across the seat of his pants.

We know how it is, boys, since the campaign is over and rainy weather has set in it is decidedly hard to get news. We feel for you. / Either Way. / (From the Stockton Independent.)

Air ships are becoming as plentiful in these dull and dreary night as fireflies are in June in some countries. Perhaps it would be more accurate to say that ornamental but rather inartistic romancers are becoming more numerous. / A Supersensitive Reporter. / (From the Red Bluff Sentinel.)

It ~~sax~~ is very annoying to the average newspaperer to get track of a good sized item and not be able to run it down, and as the foregoing is altogether second hand we hope our readers will "take it for what 'tis worth" with the understanding that the veracity of the writer thereof is not at stake. While we are perfectly willing to swear by what the gentleman said concerning this aerial what-is-it, we don't ask everybody else to do so. / P.9: Local Notes. /

It is a singular thing that nobody has offered a sane explanation for the light in the sky which has developed so many liars in quarters where their existence was not dreamed. For that a whole lot of people are lying about what they heard and saw there can be no question. But there are hundreds of reasonably truthful citizens of this town who did see this light and did see it move overhead, and did see it disappear. And what they saw was not the evening star, which at present is very luminous and large. This much it is safe enough to admit. The rest of the story about flapping wings and lights of changing hue should be taken with general allowance. N.A. Bunce, of the Louisiana Tract, declares that he saw all this, and Mr. Bunce is a trustworthy man, not only that, but his wife and daughter saw what

he did. The only comment which can be made with reference to their version is that they must be mistaken. But why doesn't somebody tell us what it is that these people and hundreds of others did see?
1896 November 28 (Sat) The Call (San Francisco), p. 1. (card 1)

IT FLITTED OVER SAN JOSE. / Aerial Lights Cross the Vision of Prominent Residents. / THEIR APPEARANCE MOST VIVIDLY DESCRIBED. / General Hart Takes Some of His Professional Friends Into His Confidence. / ATTACHES A BALLOON TO THE WARSHIP OF THE AIR. / The Public May Be Given an Aerial View of the Great Mystery of the Day at a Prearranged Time and Place. /

Interest in the great aerial mystery continues without sign of abatement. It still furnishes the main theme of discourse in all circles. Many are ready to make oath and stake all their earthly possessions that a veritable flying-ship has been hovering above the earth in this vicinity, while the scoffers are also in evidence, equally vociferous and insistent.

As yet, however, nothing has transpired that can be accepted as either positive proof or disproof of the existence of an aerial voyager, operated and controlled by human inventive genius.

San Jose has furnished one of the most interesting reports of the mysterious aerial lights that have yet been published. The strange moving illumination was seen there by a number of men of the highest standing in the community, and the description of the phenomenon given by them is both vivid and clear.

General Hart now states that the inventor is a cousin of the electrician of General Antonio Maceo, commander of the patriot forces in Cuba. He also contributes much additional information relative to the reported warship of the air and has promised to intercede with the inventor to have the invention appear at a prearranged time and place for the purpose of gratifying the deep and widespread curiosity of the public. //

PROFESSOR WORCESTER'S EVIDENCE. / The Well-Known San Jose Educator Scrutinizes the Mysterious Flier and Gives the Result of a Care Examination

SAN JOSE, Cal., Nov. 27.--An interesting account of the mysterious moving light which passed over this city Thursday evening, and which is supposed to be attached to an airship, is given by Professor H.B. Worcester, president of the Garden City Business College. Professor Worcester resides with his family in East San Jose. To a Mercury reporter who asked him regarding the strange light, he said:

"There was a small party at my house in East San Jose on Thanksgiving day and dinner was prolonged until about 7 o'clock in the evening. The company then repaired to the front of the house to enjoy some music and I went into the rear yard to get a lantern. I happened to look up and saw several miles away, apparently about over College Park or Santa Clara, a large light moving rapidly toward San Jose. In a second I surmised it was the mysterious light which people had seen and which was supposed to be attached to an airship. In order to call the attention of those in the house to the same I ran around the house to save time and called out that the airship was passing. Everybody rushed out into the front yard.

"Within the time it had taken me to run around the house the light had changed its course from east to southwest and had traveled several miles and was in a line over the southern portion of San Jose. The entire party saw the moving light and saw it go west, then turn south and then change to southeast. We watched the light until it disappeared behind the horizon.

"When the ship turned to the southeast I could distinguish two lights, one behind the other. The single light first seen was about the size of an engine headlight and had more the appearance of a large incandescent light than anything else. It was moving at the rate of from 60 to 100 miles an hour and it was only a few moments before it had disappeared behind the horizon.

"There were three things regarding the light which impressed me, viz.: Its velocity, its regular movement and its apparent intelligent control. The motion of the light would suggest the alternate flapping of wings.

"I have seen many fire-balloons, but the light I saw had none of the characteristics of such a toy. Its velocity was too great for a balloon on such a still night and its movements too regular. The light was about 1500 feet high when first seen and may have continued at that elevation, but it appeared to lower as it disappeared on the horizon."

Professor Worcester stated that his party consisted of Professor H.S. Cross of the University of the Pacific, Mrs. Dr. Allen, Mrs. Colonel Moore, Miss Annie Chase, Harry Worcester and himself. All of these, he said, saw the mysterious light and expressed their belief that it was under intelligent control. Among others who saw the light was a party at Bella Vista, near Alum Rock, composed of Mr. and Mrs. Bert M. Babcock and Mr. and Mrs. Elton.

SAN JOSE, Cal., Nov. 27.--John Bawl, a farmer who bears the reputation of being practical and unimaginative, declared that he saw the airship in flight over his residence in East San Jose, on Monroe Street near Franklin, Thursday evening, and though it was moving rapidly and was at a considerable altitude, he was able to plainly distinguish its general outline and most striking features. He describes the great winged ship with vividness and realism. His wife and family corroborate his story.

"I was standing in the rear of my residence about 7 o'clock, or shortly before that," he said, "when my attention was attracted by some bright object in the sky about 150 yards distant, and bearing rapidly toward me from the northwest. I looked at it closely and observed it was lunging from side to side, sometimes swerving sharply to one side, but always maintaining a general southwesterly direction. It occurred to me that this was the famous airship, and I shouted lustily to my family and they all witnessed it as it came over our residence. It was

so high up I could form no very definite idea of its size.

"It had a pair of wings which were constantly flapping not from side to side like a bird's, but with more of a forward and downward motion. Beneath it several feet hung a ball of red light which lit up the bottom of the ship and sent its rays far down below it. At the front was a cone-shaped projection which I surmised was a windbreak. The vessel lunged badly and once made a beeline to the west, but regained its course again. It varied in height considerably during the time I watched it. Its speed I judged to be about that of an electric-car doing its best."

Mrs. Bawl tells a similar story of the strange voyager of the air. / NEARING SOLUTION. / General Hart May Give the Public an Aerial Exhibition of the Mystery.

Ex-Attorney-General W.H.H. Hart came a step nearer to disclosing the name of the inventor of the reputed successful airship yesterday. He also gave many new details regarding the marvel, and promised to confer with the inventor with the object of bringing the wonder of the air within the observation of the public at a prearranged time and place.

"Interest in the airship, general," remarked the reporter to the legal captain of the aerial warship, "continues unabated, and the public are anxiously awaiting more definite news in reference to it. They are demanding something more tangible than aerial lights at night."

"I am sorry that I am still unable to tell you all you want to know. I can tell you this, however; The inventor is a cousin of John Linn, the electrician of the Cuban patriot general, Antonio Maceo. Linn is now, of course, in Cuba, but was formerly a resident of Chicago, and is an American citizen. The inventor is not a Californian, but came here, owing to our favorable climate, to make tests of and perfect his machine."

"It is admitted that the power problem is the great one in aerial navigation, and in view of this a detailed description of the Fargo storage battery which you state is to be used on the improved and re-modeled craft would be interesting," suggested the reporter.

"I would be glad to comply with your suggestion, but we have only made application for a patent for this storage battery in this country, and to expose its ~~name~~ composition and construction would interfere with the procurement of foreign patents on it. I reiterate, however, that of my own knowledge I know that the Fargo storage battery has sufficient capacity to furnish power for a flying-ship, if the latter can be constructed to fly at all. This arrangement is different from all other methods that have been heretofore tried. No acids are used at all, and it will store electricity in any amperage and voltage. A 20-horsepower battery to run ten hours can be made to weigh 150 pounds and to run six hours the battery would need to weigh not more than 100 pounds. Tests have been made which prove this. The man who invented the battery is not the man who invented the airship."

"Why not have the inventor, in order to satisfy public curiosity, bring his winged craft over a certain place at a certain time, giving him sufficient latitude for delays and baffling air currents? His programme could be announced through you to the public. He would thus run no risk of identification, nor would his invention be in danger of being exposed. Such an arrangement would be most gratifying to the public, and would, at the same time, most conclusively substantiate all the claims made on his behalf."

"He don't care to submit his invention to the public, and is perfectly indifferent to what the public thinks. I have an arrangement to see him on Monday, however, and will then endeavor to have him carry out the plan. When I last saw him he said he was going south to test his machine in the higher altitudes. He is experimenting on the difference between the heavy atmosphere near the ocean and the lighter air on elevated plains. You see he is preparing to carry out precisely what I have said in reference to Havana. I know he can and will do it, and he is not going to give out a description of his invention until he makes the attempt on Havana. I am quite convinced he will be at Havana within sixty days with one of those ships equipped to do what he says it can do."

"This plan, then, of destroying Havana is a preconceived idea of his?"

"Certainly; and he came out here to work it out. I did not know him before he came to me on this matter, though I know his friends."

"Have you had any applications to sell stock in connection with this invention?"

"No, and there is none to sell. I asked my client if he wanted to sell any stock and he said no. He added that he had all the money he wanted, and did not care to take in any person or organize any company for the present. This was the only thing that gave me the impression that he might be off his pins. He is the first man I have struck of that kind in California. But I am quite convinced that he is not crazy nor a crank. He is thoroughly cool and logical in all he says, and his entire conduct is such as to inspire perfect confidence in his invention and faith in what he says."

In response to an inquiry as to how he looked, General Hart said he has a dark complexion and bears considerable resemblance to Arion, now performing at the Chutes. / HART GETS CONFIDENTIAL. / Discloses New and Important Features of the Aerial Mystery to Professional Friends.

General Hart told a cluster of friends, principally professional men, gathered in the Supreme Court rooms yesterday something more about the airship which his client has in view. "My client says that he has built one airship and has successfully navigated it," said General Hart. "The first ship cost him \$15,000. He says that he will now construct a second airship in the locality of Rk Bolinas and that the expense will be \$30,000."

"So far as I know, the second ship will resemble the first. I am now willing to make public some more facts concerning the general structure of the ship which has been operated in this locality recently. The sustaining power is supplied from gas tanks, which are in the hull of the vessel and which are connected with the balloon which flies over the airship by a pipe. When the inventor wants to go up higher he lets more gas into the balloon out of the tanks, which are filled with condensed gas."

"When the inventor wants to fly lower he simply opens a valve in the balloon and the contrivance naturally descends, just as an ordinary balloon does. It appears to me that the unsafe part of the whole contrivance is this reliance upon the balloon, which is all that keeps the ship up. If the balloon would fall down would go the ship. For this reason I am frank to say I would not care to take a ride in the airship. Do I believe that the airship actually exists? Why, certainly."

"The inventor says that he has traveled 120 miles in the air in about ~~six~~ six and a half hours, which is a little over twenty miles per hour. His storage battery he uses for power only to propel his airship when he is sailing against the wind. When he is running with the wind or a few points off he needs no power, but naturally drifts, just as a balloon would."

"I believe that four pounds of dynamite thrown vertically downward from the deck of the airship would make terrific havoc among an enemy gathered below the ship. The dynamite throwing could be done most easily by hand. All that would be necessary would be simply to drop it."

"The ~~and~~ condensed gas serves no purpose except to raise the airship. It has nothing to do with propelling it in any other direction."

"It may or may not be possible for my client's airship to sail the air from Key West to Havana. He thinks that it is possible. Whenever he arrives in Cuba his power would be nearly exhausted. Therefore it would be necessary for him to have a Cuban base of power supply. The location may be something like thirty miles from Havana. That would seem to me about the proper distance." / WAS NOT A PLANET. / Observations by a Clever Watcher of the Mysterious Light.

The following communication has been received: Editor Call--Dear Sir: As public attention is at present very much taken up with the recent appearances of a strange light in the heavens here and in neighboring places, I venture to offer one or two observations made by myself personally on the occasion of the appearance of the strange light in the western sky some few nights ago, which attracted so much attention among our citizens. These observations you may take for what you may think them worth, merely prefacing my remarks by saying that in years gone by I made somewhat a study of astronomy, and took quite an interest in the heavenly bodies and their movement.

On the night in question I was one of a group of persons stationed near the edge of the sidewalk in front of the Flood building, southwest corner Fourth and Market streets, watching a strange bright light in the western heavens. At first it seemed to me as though I had sometimes seen the evening star look nearly as large and bright, and so I remarked to a gentleman in my immediate vicinity. But a closer observation seemed to show that it had not the steady and serene rays that mark the light of a planet. It was observed for brief intervals from time to time, and its altitude when I first observed it seemed to negative the idea of any terrestrial obstruction.

I then decided to make a practical test and take the bearings from some fixed object, taking the small building with its turret-like cone that forms a gore at the south side of Eddy street, at its junction with Market, and maintaining my position by a telegraph-pole at the edge of the sidewalk.

The light appeared to be in a straight line from where I stood with a point directly over the aforesaid turret-like roof that crowns the gore at the southwest corner of Eddy and Market streets. I soon observed that the light moved from over the point of the roof in an easterly and northerly direction, until at last it had crossed the path in the sky corresponding to the width of Eddy street, when it disappeared around the corner of the Baldwin Hotel.

The gentleman above referred to observed the same thing, and remarked that by stepping backward he could see it again.

This test proved conclusively to my mind that the light observed was not that of a planet, for if any one ever saw Venus or any other planet travel from the westward in a northeasterly direction he must have observed a phenomenon not recorded in ancient or modern times.

You may insert the above, if you deem it of ~~some~~ sufficient interest, in your valuable paper. / Yours respectfully, Austin R. Reid, / 219 Geary street, City. / MODESTO HAS IT. / Prominent Citizens See What They Believe to Be Lights of the Aerial Destroyer.

MODESTO, Cal., Nov. 27.--Residents in the ~~northern~~ northern part of this city were treated to a sight of what was undoubtedly the flying machine at 10:30 o'clock last night.

RE J.E. Ward, cashier of the First National Bank, discovering what he believed to be the lights of the flying machine, aroused his neighbors, all reputable men, among whom were County Treasurer W.A. Dwyer, Deputy Treasurer W.B. Bell, C.P. Schafer, the bookkeeper of the First National Bank, Armory L.J. Maddux [?] and others. The lights were seen at a considerable height, going in a northwesterly direction toward ~~Stockton~~ Stockton. The lights moved steadily and at an even ~~height~~ height from the ground. / SEEN AT TACOMA. / Sighted Near Mount Tacoma--Vari-Colored Flashes.

TACOMA, Wash., Nov. 27.--The airship phenomenon which has startled San Francisco has appeared here. Several reputable people have observed it. They believe it is an airship and that the inventor has either made two models and set one up in this neighborhood or was taking an evening's pin from California to Puget Sound.

The airship seen here resembles that described by California witnesses in every particular. It possesses the same birdlike shape and moves swiftly with an up and down wavelike motion, varied occasionally by a dart forward and some times in slanting directions.

Last Tuesday night the operator of the airship is believed to have visited and explored the top of Mount Tacoma. Tuesday night Druggist George St. John closed his drugstore on Pacific avenue at 11/30 and went home. He reached his residence on Tacoma avenue fifteen minutes later and soon retired. It was a beautiful moonlight night and the window curtains a few feet away from the bed were left ~~up~~ up.

Just about 12 o'clock Mrs. St. John saw the strange light and called her husband's attention to it. It appeared to be high up in the heavens east of Mount Tacoma and moving in a southeasterly direction. The ~~p.2/~~ distance from Tacoma must have been at least fifty miles. They watched the heavenly stranger over half an hour. They first saw it through a north window in their room, but after a while could see it through a window several feet further south without having changed their positions. This proves that the airship traveled a long distance during the time they were watching it.

Mr. St. John says that vari-colored lights were shot forth in all directions. They were emitted from each end and both sides. Sometimes the light at one end or one side would be cut off. Some of the lights were white, others red, blue and green. These four shades were distinctly visible. When all the lights were shining the aerial monster seemed incased in a brilliant glow, having the appearance of a powerful electric searchlight. The size then seemed to be that of an arc light. It flashed often, sending the various colored rays shooting out from the center in every direction like spokes in the hub of a wheel. Sometimes it had a wavering motion and swayed back and forth in its course through the heavens like a vessel at sea in a storm, but the undulating motion was its chief course, being varied by frequent dartings.

The moonlight was not strong enough to permit a distinct view of Mount Tacoma, but the airship was seen to approach the neighborhood of the mountain at what seemed to be its exact height, and dart hither and thither as if an exploration was in progress.

The supposed airship was still in sight when Mr. and Mrs. St. John became tired of watching it and went to sleep. They spoke of the strange occurrence to many friends next day, but what they had witnessed was not made public until to-day. They have eagerly read accounts of the California airship, and declare that what they saw must have been the same or an exactly similar contrivance.

Hundreds of people are on the lookout here for another appearance of the ~~airship~~ airship. 11/23 S.F. Chronicle, p.11
THAT IMMORTAL PHANTASY / A Small Additional Crop from the Old Field of Airship Yarns. /

C.F. Merrill, agent of the Southern Pacific Co. at Antioch, has seen a "thing" in the air, and writes to tell the Chronicle all about it. He says:

"I don't suppose anyone will object to me having my say about the airship that seems to be creating a lot of excitement around these diggings. Up to last night I was as ready to pooh-pooh this airship business as any one in this State, but I must confess that I have changed my views slightly in favor of the 'thing.' I do not believe fully in the airship itself, but am very much on the fence at present. Here is what I saw last night:

"At 6:50 o'clock last evening my attention was drawn to a bright light directly to the south of the depot. I was sitting at the back of the office at the time, and distinctly saw the steady light in the heavens through the window and almost directly over a lighted lamp. We watched it (I saw we, ~~xxx yxx~~ for there were several of us) moving in a westerly direction. Someone yelled 'airship,' then all was excitement. It passed over the first range of low hills, and was at one time distinctly seen shining below the top of Mount Diablo. We all watched it as it slowly ascended and then disappeared behind Mount Diablo in the direction of Oakland. From actual tests we found that we could not see the brightest star through the window of a lighted room, especially directly over a lighted lamp. Every word of this report of the airship will be verified by S. Cleaves, Nat Cleaves, Thomas Uren, C.E. Sweeney and John Chase, ~~mail carrier.~~"

1896 November 28 (Sat morn) San Francisco Examiner, p. (card 1)

WITH HERE AND THERE A GLEAM OF FAITH. /

If the light seen by the people of the north is attached to a flying machine the inventor need not worry about the wolf. He will realize the aphorism about the predilection of the people of this arc to push a good thing along.--Los Angeles "Express." /

Have you seen the nocturnal flying machine? No? Then you are not in it.--Stockton "Mail."

Well, "seeing is believing," and whenever this phantom ship shall arrive at Los Angeles under the skillful pilotage of some stalwart Vanderdecker from Thompson's Flat or Himshev Ravine, the "Times" will believe the skill of man has conquered the ozone, as it has long since subdued the sea and made the yeasty waves of ocean to be his willing servant. Till then we are content to wait.--Los Angeles "Times." /

And now the aerial monster has been seen sailing over the outskirts of Oakland. The "New Brew" must be a popular brand.--Chico "Enterprise." /

Surely Attorney Collins has done us out of a good thing. The wretch ought to have said in the beginning that the wonderful information which he had to disclose to the world was not true. We all could have enjoyed it in greater comfort and regarded the elaborate newspapers portrayals of it with much more complacency.--Santa Cruz "Penny Press." /

One who is skeptical about the practicability of airships must have had his ideas somewhat upset during the past few days. There is

so much accumulated testimony to the effect that an airship has been seen floating over Sacramento, Oakland, San Jose and other points that the story can hardly be an ordinary fake.--Grass Valley "Tidings."

It must be a remarkable quality of liquor kept in Sacramento just now. The ordinary article will assist a man to see snakes, but the capital brand seems to fill the sky with flying machines. Oh, for another Gough.--San Bernardino "Sun." /

The story of the airship has awakened latent California talent in fiction of the Munchausen type, and those who like that kind of literature can now revel in it.--Stockton "Independent." /

If it is a fake, it will take its place among notorious and successful ones. If it is not, a new world opens before mankind.--Fresno "Republican."

A couple of planets shining in the blue overhead and a hot-air balloon with lantern attached, let loose by a practical joker, can do wonders in convincing the intelligent people of two cities that there is an aerial ship whizzing about in the evening sky.--Oakland "Inquirer." L/

The flying machine said to have been seen hovering around the country may be a hoax, but everything points to its genuineness.--San Diego "Vidette."

It is almost incredible that such a sweet as is now on can be created by a newspaper fake--and such a very poor fake as the "Call's" airship story.--Alameda "Argus." /

The men who think they saw an airship passing over Sacramento a few nights ago and heard voices in the heavens ought to change their drinks before it is too late.--Visalia "Times."

Your friend no longer has "wheels in his head": he has "seen an airship."--Danville "Sentinel." /

If that airship is really circling about as its pleasure, can carry a thousand pounds of dynamite as stated, and is intended for use in behalf of the Cuban revolutionists, General Weyler in his palace in Havana will be likely to hearsomething drop before long.--San Jose "Herald."

Let's hope that story about the making of a first-class flying machine isn't a fake. We'll shout for any invention that'll enable folks to travel along Riverside after this mud thaws out.--Stockton (Wash) "Chronicle." /

The airship fake appears to be something like Banquá's ghost, "it will not down." Barnum was quite right when he asserted that "the bigger the humbug the better the American public was pleased."--Reading "Free Press." /

Some believe in the reported airship, while others laugh to scorn any such theory. If the inventor has discovered the way by which navigation of the air can be made his fortune is a certainty and the greatest discovery of the age has been made.--Washington "Press."

The machinery in the heads of a great many of the people in the bay cities is having a great time in turning out all kinds of airship.--Santa Cruz "Record."

California airships are becoming quite numerous in the imagination of a lot of people. After they have worked the minds of the credulous sufficiently they may begin to travel through the atmosphere.--Santa Rosa "Republican." /

The fact that nobody has succeeded in larlating the festive airship will not be accepted as evidence that the gas mechanics on the Pacific Coast are not in excellent working order.--Santa Rosa "Press."

California's wonderful airship must be in the form of an air castle.--Anaconda (Mont.) "Standard."

1896 November 28 (Sat) Daily Humboldt Times (Eureka, Calif.) (cd.)

IS THE MYSTERY SOLVED? / Has the Noted Air-Ship Paid a Visit to Our City. / STORY OF AN INTERESTED PARTY. / On of Eureka's Residents

Claims to be on the Inside--Can It be True? /

The following letter was received at this office on the 25th instant, but the rule of rejecting all unsigned manuscripts forced it to the waste basket. The deep interest taken in the doings of the mysterious air-ship, and particularly the interest Eureka appears to possess in it, leads to a suspension of the rule. Of course the Times cannot vouch for the truth of what follows, but it certainly reads like the honest statement which it purports to be, and we give it as such. It is left to the reader to fix upon the Eureka who is directly interested in this modern marvel. Here is the letter verbatim:
Eureka, Nov. 25th, 1896.

EDITOR TIMES:--An article in your paper this morning is my excuse for this writing. Your correspondent, who signs himself (or herself) "E H H," seems to have written for the purpose of showing your readers that recent newspaper reports, from various cities in this State, of an air-ship are without foundation. Probably he (or she) drew his (or her) conclusions from the fact that such machines have not heretofore had a place in our system of locomotion. Probably the same declarations were made by the same person twenty-five, or even twenty years ago regarding the then unsolved problems of electricity as we understand them today. But it is not my purpose to find fault with the writer's reasoning. I wish simply to throw a light on the absorbing topic, the air-ship; for that it is [an] air-ship which has been seen in operation by so many people I shall briefly demonstrate.

Everyone who reads knows that the scientific and mechanical world is alive with airships theories; that France, England and Germany are vying with the United States in bringing into actual use this long-believed-in vehicle of the air; that men of brains and of wealth everywhere are struggling for first achievements in this new field of invention. In this the men of California are up with their fellows--indeed, I may say, a step or two in advance, for while others are still planning and ~~experimenting~~ perfecting, we have actually solved the problem. Some months ago a small number of men were brought together

(by invitation) in a quiet business office in San Francisco "to examine a certain mechanical contrivance, with the view to promoting its manufacture if found to be feasible--very much in the same manner as any new enterprise is "worked," (Incidentally I may say that wealth had nothing to do with my becoming interested in this enterprise, but that certain facts in my possession, and certain experiences of a kind needed, prompted the invitation which I received.)

It is not necessary now to go into the details of the first or subsequent meetings. A few ~~walk~~ declined to venture, but the company was formed, and the work of construction, which had been carried on to considerable extent by the two men whose idea it was proposed to work out, was pushed forward as rapidly as possible. During the conference stage many things were discussed which it was thought might have a bearing on the outcome. At the first meeting it was decided that the best interests of all concerned would lie in absolute secrecy--so many new and valuable ideas and things as would necessarily enter into a successful air-ship could not be safely trusted to any who might choose to examine or investigate. The wisdom of the first step, which has been more and more apparent as the work progressed, is demonstrated in the fact that the "ship" was launched and made many successful voyages even before the world at large knew that such an undertaking was really underway.

When the organization was effected and in working order it was thought a machine, fully equipped, could be launched by mid-summer at furthest; but many unexpected hinderances had to be met, chief of which was the lighting apparatus, which, for a time, seemed to defy all skill and perseverance. The flight of the ship, the steering, the landing were all tested, except at great elevations, months before the lighting arrangements were completed. This light is described (for I have not seen it except as stated later on) as a wonderful piece of mechanism. The "ship" itself is simple, at least comparatively so. But I am not the historian, and shall not enter into details. That will be done later on, probably in one of the scientific magazines of the day. The pledge of secrecy has not been removed. But so much has been accomplished, and so many people have seen and marveled at the car, or "ship," as it glides solemnly above them--and moreover such wild speculations are indulged in by the credulous and incredulous alike, that I feel justified in thus placing the matter properly before the people, who have a right, at least, to prepare themselves for the many and radical changes soon to come.

The following extract from a letter received from one in charge of the company's affairs at the "depot" is pertinent here:

Works completely. Your suggestion of three coils at the opening makes it perfect. When at 6073 feet elevation yesterday, the after valve stuck, and for a minute thought we should bring up at the moon, but the other coil had the reacting effect you said, and all went well. Went to head of valley, keeping well up until evening, and back to depot by zig-zag course. Used lights with good effect, could see towns and even men far below; 24 hours without sleep. Keep look out. If nothing goes wrong, will come your way 15th or 20th.

I confess a certain amount of excitement on reading the letter from which the above is extracted, for it gives many interesting details of the "ship" and of the voyages already made, but more especially because of the promised visitation from this modern vander. I felt that I must go out and tell the glad news to friends and neighbors, but the pledge to secrecy held me back. So I could only wait and watch. It was a long vigil, for I could not rest until "the 15th or 20th." Would it come by day or night? The uncertainty kept me constantly on the alert. But it came. And none too soon for my nerves. On the evening of Nov 17th, soon after six o'clock, a small white light came out of the cloud and drifted away to the south-southeast. It wavered and paled, and shone again brighter than before--it certainly grew larger, and then disappeared. I was in a feverish state, and must soon have ~~made~~ made some outward demonstration, but suddenly a great white light flashed out from the heavens, almost within hailing distance as it seemed, and moved away toward the west, and finally passed out over the ocean and was lost to my sight.

The airship! Who can for one moment doubt it! And the great white light, in whose perfection I had been instrumental, but whose brilliancy I had not seen before. Well, I did not sleep that night. The dream was realized and I could afford to dissipate--rather, I could not avoid that kind of dissipation. On the evening of the 20th the mysterious visitor came again, but, though I did not expect it, I was not prostrate this time. I did not see the ship, only the light, whose powerful rays seemed to eclipse the dark mass I knew to be above it. Neither did I hear voices or [] from the direction of the passing ship. I am not aware that the ship or its light was seen by any of the people of Eureka, but I know it passed over the city and it will come again.

I withhold my name under the bond of secrecy until the history of the enterprise is made public. If the above, in the interest of truth and progress, would be of interest to young readers, give it to them. If not reject it without fear of offending.

1896 November 28 (Sat) Folsom, Calif., Weekly Telegraph, p. 2.

A Fake. The airship story is rapidly going to pieces. The phenomenon of the heavens that "cleaves the air with pinions like a huge condor" has lost its chief support. The man who made it has melted away, and those who saw it are lying low. Mr. George D. Collins, attorney-at-law, who, according to the Call's story, knew the Oroville millionaire who invented and engineered the wondrous air vessel that was seen as a great light in the heavens now proclaims this marvelous story a plain ordinary fake. When interviewed he said: "Oh, I wonder what the papers are all doing me up in this ridiculous fashion."

for?" "As I the airship Mr. Collins? Well I don't know. I had a pair of reporters waiting on my front steps till four o'clock that morning to see me ascend to the stars or somewhere else, but I didn't ascend, not a bit of it. I never saw the airship and I don't know anything about it. It is true that a man of standing in the community came to me asking to get out a patent on an air machine." 1896 November 28 (Sat) Redwood City, Calif., Times-Gazette, p. 3.

Henry Smith and F. Becker are sincere believers in the airship so minutely described by Attorney Collins of San Francisco, and which is now agitating the minds of scientists. Smith and Becker were out hunting last Sunday night on the marshes back of Flood's pond. Shortly after 10 o'clock their attention was drawn to a brilliant light far up in the sky. Both watched it in vondrous amazement until it passed from view. Their description of the supposed airship agrees precisely with that given by those who saw it as it passed over Sacramento. A large headlight threw out bright rays, above which could be seen a sombre object, cigar-shaped, with ponderous wings. The airship was going at a ~~xxx~~ terrific rate of speed in a southerly direction and took about ten minutes to pass out of sight. Smith and Becker related what they had seen only to a few friends. They are modest young men and have no desire to gain notoriety by their names and photographs appearing in the San Francisco dailies. Incidentally, it might be remarked that both are total abstainers, so that no discredit can be placed upon the story from that source and what they say must be taken as gospel truth.

1896 November 28 (Sat) Woodland (Calif) Daily Democrat, p. 2.

MORE AIRSHIP STORIES. / A Well-Known Lawyer Sees an Electric Light in the Skies. / If It Was a Mechanical Contrivance a Man on the Ground Could Not Have Operated It. /

If the so-called airship is an illusion it is a very clever one, and the man who is manipulating it thoroughly understands his business and is having a great deal of fun at the expense of people who are credulous.

That an unusual light has been seen floating in the atmosphere we do not doubt. Too many people whose veracity and sobriety are above suspicion have seen this light for us to question this fact.

The people of Woodland heard the remarkable story told by Ed Arche and Obe Love. It was fully corroborated by some of the most reliable men in Sacramento.

Friday night, about 10 o'clock, a well-known attorney who does not court any notoriety, and hesitates to make his name public because he does not want to lose his well-earned reputation for sobriety, discerned a bright but unusual light in the skies to the southwest of Woodland, traveling in a southwesterly direction.

The attention of the members of his family was called to to the light, and nearly all the neighbors living close by were also aroused, and saw the phenomenon, if such it may be called.

The attorney's first impression was that it was a group of stars, but he soon became convinced that it was an illumination produced by the agency of electricity, and of that he is now has no doubt, although this must not be construed into an admission that he believes it was an airship.

Of course in estimating the rate of speed at which it was traveling the distance is an important factor. Assuming that it was no farther away than Sacramento, and five or six hundred feet high, it traveled a distance of about twenty-five miles an hour.

All the people who saw the light agree that it was in sight fully an hour, and some fix the time considerably longer. Our informant sat at his window fully that long, but he does not know how long it may have been in the heavens before he discovered it.

He is fully satisfied upon another point. If it was a mechanical contrivance it could not have been manipulated by a person standing on the ground. The electric light can only be accounted for upon the theory that the contrivance was supplied with a storage battery.

About the same hour two officers of the Salvation Army were returning from Knights Landing. They also saw the light and fully corroborate the statements made above.

1896 November 28 (Sat) Silver State (Winnemucca, Nev), p. 3.

The Airship Again. The airship craze is not dead by any means, and the indications at present are not good for its passage into oblivion along with the other fakes that have been sprung on a credulous public. Here in Winnemucca there are a number of believers in the existence of the airship, and about 9 o'clock last night the hill in the vicinity of the courthouse was occupied by an excited throng of men, women and children gazing heavenward at a luminous object in the southern sky. Of course the unbelievers of the crowd declared that what was seen was simply one of the brightest of the planets, but we will venture to say that twenty people can be found in town this morning who will willingly swear that they saw the famous airship and who can give a more vivid description of the winged wonder than has yet been published in any of the faking newspapers of San Francisco.

1896 November 28 (Sat) Tacoma News, p. 4 (eds).

The Tourist of the Air. The California air ship passed over Tacoma on Thursday night. It was a bright but wobbly light far up in the ambient atmosphere, like an arc light with a jag on. The cigar-like superstructure above it and the voices issuing therefrom could be imagined as easily here as in the state of glorious climate. For it doth seem to be an established fact

that the air ship was indeed a baldheaded fake.

It is perhaps not surprising that so many Californians were found to testify to the reality of the air ship and the voices, or that a few of them even counted the number of men in the ship, and one conversed with the occupants. No fake is so raw that it does not attract believers. Some actually think they see what is described. Others, who do not wish ever to be left, immediately proclaim that they saw all and a good deal more than is described.

Recall the Post-Intelligencer's fake of Mount Tacoma being in eruption. That was a bold, bald hoax. Yet at once hundreds of people all over the Sound country began to testify their knowledge of the eruption by ocular demonstration, one of the most positive being a Port Townsend preacher of lively imagination and great credulity.

Let some one start a story that he saw Mayor Orr riding a bike on a trolley wire, and many would believe it.

1896 November 29 (Sun) The Call (San Francisco), p. 1. (card 1)

HART'S INVENTOR HAS THREE AERIAL FLIERS. / A Full Statement Made Over the Signature of the Attorney for the Alleged Cuban Filibuster. /

In reference to the airship which has been puzzling and astonishing many of the people of California I will say this:

I have not seen it personally, but have talked with the man who claims to be the inventor. I have spent several hours with him. He has shown me drawings and diagrams of his invention and I am convinced that they are more adapted for the purpose for which he claims them than any other invention making such claims that I have ever seen.

It seems to me that the evidence that The Call has been enterprising enough to collect in reference to this airship, the character of the people who have seen the same, the fact that it moves against the currents of air as well as with them, the fact that it has the power to dart from side to side or forward, ought to convince the people that there is something in the invention.

I asked the gentleman who claims to be the inventor what his desires were in regard to carrying on the business, and he stated that he did not desire any money; that he didn't ask or want any one to invest in it; that he was not a citizen of California, and that he had come here to perfect and test his airship as the climate and currents of air were most suitable to his purpose. He further stated that he had progressed so far since coming to California that California certainly was entitled to the honor of its invention, as it was in quite a crude state when he first came here; that he had two airships already constructed. One, he said, was of large size, capable of carrying three persons, the machinery, the fixtures and 1000 pounds of additional weight, and another that was much smaller, capable of carrying one man, the machinery, fixtures and 500 or 600 pounds of other matter.

He also stated that he was a cousin of Mr. Linn, who was Antonio Maceo's electrician, and that he expected to take it to Cuba for the purpose of aiding in the capture of Havana as soon as he could perfect it and acquaint his associates with the handling of it.

He was a man of dark complexion, dark eyed and about 5 feet 7 inches in height and weighed about 140 pounds. He looks considerably like the gentleman playing the part of Arion, the aerial acrobat, but is a little taller.

He claims to have three assistants with him, all of whom are mechanics; that he uses two kinds of power, gas and electricity; that his lights are sometimes produced by electricity and sometimes by gas, with the aid of reflectors.

He claims to have moved 120 miles at one flight and in a little less than six and a half hours, and at that time was not going wholly with the currents; that he uses electricity for propelling his vessel against the wind, and uses gas largely on going with the air currents. He does this in order to save power.

He proposes to build another airship, and in fact one of the parties interested with him has told me that they are now at work on the third airship, which is to be more commodious and more perfect than the other two, and that it would be so constructed that in the event the machinery got out of order and it should fall into the water it could be used as a boat by detaching a portion of the airship. When this is completed and ready for use the inventor intends to leave California for Cuba.

So far as the electrical power is concerned, the Fargo electric storage battery is of sufficient capacity, as to power and lightness, to furnish the requisite power for aerial navigation, and the inventor proposes to use this power in connection with the other for his operations. The battery can be stored to its full capacity, which is 20 horsepower, in 17 minutes.

I am of the opinion that this airship will be a success, and that its success is far more probable at this time than the Morse telegraph was at the time he first offered the same to the public.

So far as the public is concerned this inventor does not ask anyone to invest in the enterprise. Perhaps this may be evidence of insanity. I will admit that this is the first time to my knowledge that anybody had anything in California in which he did not want anybody to invest money. / (Signed) W W H Hart.

pic: Viewing the Mysterious Aerial Lights From the Dome of the State Capitol.

1896 November 29 (Sun morn) The Call, San Francisco, p. 1.

THREE AIRSHIPS, SAYS HART. / Over His Signature the Attorney Tells of His Client. / THE WHY AND HOW OF THE MYSTIC LIGHTS. / And Again the Brilliant Shafts Are Sighted Speeding Above the Bay Counties. / INTELLIGENT TESTIMONY OF STABLE CITIZENS. / Spectators in Haywards Insist on the Aeronautic Theory--Professor Cross, the Linguist, Adds His Evidence. No one has as yet identified the aerial voyager that is supposed to be displaying the mysterious lights that have shone down startled

specters in various parts of the State, but the number of those who have seen what they are ready to swear was an airship is constantly growing larger.

While even many of those who have seen the flitting and gleaming lights are not prepared to declare they are carried by a full-fledged aerial craft they admit they can account in no ordinary way for the phenomenon.

There is, therefore, yet ample room for the mystery to be proved fake, a hallucination or a verity. Meanwhile, and until the mystery is completely solved, The Call will continue to chronicle the news relating to it, taking nothing from nor adding anything to the reports it receives. Whenever definite and conclusive proof, however, is received it will be given freely, fully and fairly, whatever it chances to be.

General Hart received a visit yesterday from one of the men who stated, has been making trips with the mysterious inventor in his aerial vessel. The general declined to give any information of these trips. He stated, however, that this man and another mechanic in the services of the inventor had gone to the workshop of the inventor to assist in the work of completing a third and much improved craft. This remodeled vessel would be completed, he expected, in about a week.

It was to be a great improvement on the two airships already built, and when it has been properly tested was to be at once dispatched for the scene of its deadly purposes (Havana), which was to be overwhelmed with a shower of dynamite. Considerable time will be consumed, according to the statement of General Hart, in making the crew who are to go on the novel expedition familiar with the working of the vessel.

General Hart has contributed a full statement regarding his connection with the reputed warship of the air and tells some new and interesting things therein in regard to it. He also takes up the defense of the Cuban patriots in a most patriotic and martial spirit.

Professor M.S. Cross, dean of the University of the Pacific, now adds his testimony to that of the believers, and Haywards people of prominence tell some additional startling stories. / SEEN BY PROFESSOR CROSS. / The Dean of the University of the Pacific Testifies to the Passage of the Conqueror of the Air.

Professor M.S. Cross, dean of the University of the Pacific and professor of ancient languages, is one of the best-known scholars and linguists in the United States. He is a brother of Senator Cross of this City. He stands very high in the estimation of all students and professors, so that his testimony on the aerial wonder will be received with profound attention. The following telegram, giving his opinion on the subject, was received yesterday:

SAN JOSE, Cal., Nov. 28.--Professor M.S. Cross, dean of the University of the Pacific, confirms the story of the airship's passage over East San Jose Thursday night. Professor Cross is known in this vicinity as a careful and conservative man of impeccable veracity, and his testimony has won scores of doubting Thomases over to a firm belief in the existence of an aerial craft in this vicinity. The fact that the head of a Methodist representative educational institution on this coast has been fortunate enough to view this nocturnal visitor is well nigh silenced the scoffers.

"It was just about 7 o'clock on Thursday evening when my attention was called to the strange light in the air," said Professor Cross. "I was visiting at the residence of Professor Worcester and was called into the yard by him to view the airship. Whether or not it was an airship of course I am not prepared to say, but certain it is there was a rapidly moving light in the heavens far too large and bright to be electric street light. To my eye it appeared to be about six inches in diameter. It was moving in a westerly direction and apparently at a high rate of speed.

"The motion was not steady. It wavered and swerved, rising and falling slightly. The motion, however, was not that of a balloon. I have frequently watched balloons in the air, and the motion of this light was in no way suggestive of the manner in which I have always seen them behave. Moreover, it was a quiet night. A slight breeze there was I think was from the south. Yet this light traveled rapidly in a southerly direction. As it left us the light seemed to broaden. This suggested to us that there might be two lights which as the craft swung broadside to us joined rays and gave the appearance of a wide streak of light."

Professor Cross is confident that it could not be either a balloon or a natural heavenly body that he saw. "I will be very much surprised he declared, "if something more than a balloon is not found to have been floating about. I see nothing very wonderful in the construction of airship. From experiments already made there seems to be every reason to hope for success in aerial navigation."

The point where Professor Cross viewed the ship is about two blocks distant from where John Bawl, whose account appeared in yesterday's Call, saw it, and the two accounts tally precisely in point of time, direction and general movements. The ship was nearer the earth when Bawl viewed it. // PASSED OVER HAYWARDS. / A Mysterious Light Traced From a Canyon of the Palomares Valley.

OAKLAND, Cal., Nov. 28.--The residents of Haywards are convinced that the peculiar thing, airship or something else, that they have been watching pass over their town on numerous occasions, has its home somewhere among the canyons of Palomares Valley.

To-night the marvelous light was observed in such a manner as to forever set aside the idea that it is a star. Two parties, several miles apart, observed it. To one it was to the eastward and to the other it passed westward. When notes were compared it was agreed that it had passed over between the two observers.

Ed O. Webb, who is known all over the county as a man not prone

to make assertions unless he can back them up," informed George Oakes, editor of the Haywards Journal, that he saw the airship traveling through the heavens in the direction of Castro Valley Wednesday evening about 9:30 o'clock. The brilliant light was plainly seen at his home and also by other members of the family.

Fred Hoyt also saw the light as it was floating leisurely along in the direction of the Liedel place, near San Lorenzo. He was so interested in watching the moving object and would no doubt have solved the mystery had he not lost his balance and fallen into a ditch that he did not see was in his path.

Carl Mohr furnishes the most startling information. He told Mr. Oakes that he saw the airship rise from a canyon near his place Thursday evening about 7 o'clock and proceed in the direction of San Francisco, and also saw it return. Mr. Mohr is very positive in his statement, and firmly believes that the machine is being housed near Lone Tree Cemetery.

About the clearest statement yet made regarding the mysterious airship comes from C.S. Long, C.W. Evdrett and M. Liedel, three of the best-known citizens of Haywards, who were crossing the railroad track at the depot in a buggy Tuesday evening, about 6:30 o'clock, when their attention was attracted to an exceedingly bright light in the direction of the bay and they watched it for some time. It was moving very rapidly, and while they could not swear that it was an airship they do not hesitate to say that it completely puzzled them.

"I was going home about 7 o'clock," said Mr. Hoosen, "when I met my brother, who called my attention to a remarkable light in the heavens. At the first glance I could see it was a powerful electric light. It was slightly south of west and was moving steadily across the country toward the bay. I have not been a believer in the published accounts of airships, but must now say that I have seen something that was not natural to the skies.

"The light was not a steady light like a star, but flickered like our arc lights here on the streets, and it looked like one of them some distance away. One peculiar feature of the light was the way it changed from time to time.

"It appears as if the operator of a searchlight was placing red and blue glass before the light occasionally so as to make the light more noticeable to any one who happens to be looking into the heavens. No star has ever done that in the past and I am not ready to believe that one is doing any such capers at present. If this was the first time the lights had been seen here I might not think so much of it, but residents have been seeing a light come from the hills on a number of occasions and make its way across the heavens toward the south. It was only corroboration of these to-night when I saw it."

Editor George A. Oakes was another who saw the visitor to-night from his residence in the northern part of Haywards.

"I saw the light to-night for the first time," said he, "and am sure it was no star or fire balloon. It passed east of town and appeared to go across the bay, as if headed for lower San Francisco. The white light was not steady, and changed to a red occasionally. It is more than I can solve, and must be some one who has finally solved the problem of aerial navigation."

Jesse Hoosen, a student at St. Mary's College, had a good view of the visitor at Haywards to-night.

"I was startled," said he, "on coming along the street to-night to see a very bright light in the heavens. It was like an arc electric light, and, naturally, I stood watching it. The thing was moving toward the southwest with the wind at first, but changed its course several times, and finally came up into the wind for some distance. It finally disappeared over toward Redwood City. The thing seemed to be operated by some one to see how it would answer a helm or guiding apparatus of some kind."

These parties already referred to saw the machine to the eastward. Now comes a story from a man who was evidently on the other side of it.

Steve Morrison of Haywards was in San Ramon, and coming home to-night he saw the aerial visitor in such a manner as to fix its location approximately. "I was driving over the hills from San Ramon," said he, "when I noticed a very bright white light in the sky west of me. It looked like an arc electric light, but was too high in the heavens for that, and then I knew there were no arc lights out in that part of the country. It was a surprise to me and I watched the thing very carefully. I first noticed it as I came up out of one of the small valleys and could see it move about until I went into another. It is possible that the thing, whatever it may be, is being kept up here somewhere. I know of only one place where it would be possible for an airship to be worked out, and I can hardly believe that even there the material could have been taken in without exciting some suspicion. James Spiers, of the firm of Hinckley Spiers & Hayes of San Francisco, resides out in the Palomares Canyon, and is quite an inventor. His sons are great students also, and it might be that they have been at work on something of this kind, and have succeeded in getting a ship that will really travel through the air.

Marshal Ramage of Haywards tells a story which may result in clearing up the mystery of the affair. "It has seemed very strange that this mysterious light should be seen in this vicinity so often. It is possible that the thing, whatever it may be, is being kept up here somewhere. I know of only one place where it would be possible for an airship to be worked out, and I can hardly believe that even there the material could have been taken in without exciting some suspicion. James Spiers, of the firm of Hinckley Spiers & Hayes of San Francisco, resides out in the Palomares Canyon, and is quite an inventor. His sons are great students also, and it might be that they have been at work on something of this kind, and have succeeded in getting a ship that will really travel through the air.

"I recently had a talk with a man who worked for them this summer, and he told me that a new trail had been constructed from the house up to the table land near the crest of the hill and in a canyon. I know the place, and it is hidden entirely from view and would be an ideal place for such work.

"I asked him what the trail was being constructed for, and he said he asked the same question and was told that all that was required of

him was to do the work and not worry about what it was for. After this he completed the work without further questioning. He does not know to this day what the trail was built for, and I know of no one who has ever been on the place or on the new trail."

An interesting story was told by W.H. Warren in Crane's story on Thirteenth street. Warren is engaged in the chicken business above the Zelle place. According to his statement he has succeeded in inventing a machine that he states he made a trip in, reaching the height of 100 feet. This took place at San Pedro not over a month or so ago. He is quite a young man and a clever machinist. He has a complete working model capable of carrying one man. It is made in the shape of a cigar, with a round head, and built of a light frame covered with tin and fitted with wings, and a tail like a fan. The machinery is worked with gasoline. A trial trip was made and was a success.

The inventor objects to exhibiting his machine, as he has not yet secured his patent on it. He says he secured his idea from watching the flight of the seagull. The machine is now in San Francisco. He has not yet used electricity, but admits that it would be a great improvement.

George E. Tom Toynne, who interviewed Warren for the Haywards Journal, said to-night that Warren had a partner whom he had sent to Croville to see if he could learn anything of the plans of the new airship for the purpose of comparison.

HART AROUSED. / His Martial Spirit and Patriotism Expressed With the Ardor of a Soldier. /

All of General Hart's martial ardor and spirit of liberty was aroused when he read the editorial in the Bulletin of Friday evening which called him to task for being a party to the proposed use of dynamite for the purpose of destroying Havana. The article in question reads as follows:

A man of former prominence in this State is announced through a paper of standing as the agent or attorney of a man who proposes to destroy the city of Havana with dynamite. In apparent unconsciousness of the horror with which dynamite plots are regarded in all parts of the civilized world this degenerate invites a subscription of \$10,000,000 to furnish the means by which a rich, populous and beautiful city may be destroyed.

At a time when the world is devising ways to prevent wars with their inevitable consequences, this man, whom the people once honored with their votes for a high public office, plans a scheme by which the horrors of war may be increased a hundred fold. Whether or not the plan is practicable does not matter. It tends to familiarize the public mind with methods of destruction that have been considered too horrible to contemplate. Assassination is a playful manifestation of hate compared to this plan of wholesale murder. And all for what? It is not proposed to do evil that good may come of it. It is not proposed to offer a sacrifice of lives in a forlorn hope to promote a righteous cause.

The assassins of tyrants have been in darker periods represented as acting under a delusion that robbed assassination of its infamy. But this California lawyer, this man who was at one time the head of the Department of Justice for this great State, now proposes to make murder a speculation. For a sum of money he proposes to destroy the capital city of the most populous island in the West Indies. This proposition is made without any seeming sense of its monstrosity. It is discussed with the same disregard of moral sense the hired bravo exhibits when asked to name his price for murder.

It is no wonder that an eminent clergyman said in his Thanksgiving discourse that California is noted for the startling irregularity with which society advances. If this eminent clergyman had seriously considered the dynamite proposition he might have added that California is also noted for the startling irregularity with which civilization leaps backward into the dark ages. The fact that a proposition of this nature could be placed before the people of this State is a reflection upon our civilization. The least measure of punishment that could be anticipated from a self-respecting community would be a protest that would make the State an impossible place of residence both for the originator of the infamous proposition and for the agents of dissemination.

That law and journalism should have combined to make the destruction of great cities a legitimate speculation is much to be regretted. It is the province of law to teach how evils may be remedied through the exercise of reason. It is the province of journalism to show how society may lawfully protect itself from all kinds of desperadoes and anarchists. But in this case a lawyer uses a newspaper to familiarize the public mind with a scheme that an average jailbird could not contemplate without horror.

The day for the promulgation of this project was badly chosen. It was a day when peace and good will were being invoked in public meetings and private residences. The churches were open that the people might be taught the blessing of peace and charity. In public halls all through the city the poor were invited to partake of the cheer of the season. On such a day the conscience of the people was startled by a proposition to wipe a great city off the face of the earth in consideration of the sum of \$10,000,000.

Commenting thereon yesterday he said:

"My attention has been called to the editorial in the Bulletin of last night. All I have got to say in reference to it is that the destruction of Havana by dynamite is not half as horrible as the press dispatches of the butcheries of Cubans by the Spanish authorities.

"Of course, in the event that Havana was to be attacked by the airship with dynamite sufficient time would be given for non-combatants to leave the city.

"The apathy shown by the Government of the United States in extending belligerent rights to the Cubans, in view of the atrocities of the

Spaniards toward the Cubans and American citizens, is such that it is not to be wondered at that the genius of American invention should discover a means whereby justice can be done to those heroes who are fighting for independence against the oligarchy of Spain.

"For my part, I consider it far more noble to aid a struggling people like the Cubans, who are trying to free themselves from the oppressions of Spain, even though by dynamite, than to be silent and say nothing and practically wink at the atrocities shown the Cubans by the Spanish authorities.

"In the event that it should become necessary to capture Havana, either with artillery or dynamite, it would no doubt be horrible for those who are located in that city. But at the same time if it is necessary to destroy Havana in order that the Cubans may gain their liberty Havana will be destroyed. And, notwithstanding the Bulletin, I predict that within ninety days Havana will be destroyed unless it surrenders to the Cuban forces.

"It appears that the Bulletin is greatly afraid of dynamite, yet we all know that the Government of the United States has been experimenting with dynamite guns for months, and, in fact, they have reached such a point of perfection that it is proposed to use it in guns for harbor defenses in the United States.

"Does the editor of the Bulletin think it is proper for the United States to throw a few hundred pounds of dynamite at some foreign vessel and sink her or blow her up and kill or maim those on board, and that such an act is not proper for the Cubans, who are fighting for liberty? We would simply be trying to keep a vessel out of one of our harbors, while the people of Cuba are fighting for the most precious boon of mankind. I submit that it would be more proper for the Cubans to use dynamite than for the United States to destroy a foreign vessel with a dynamite gun.

"In the event, as I have heretofore stated, that the airship should be used for military purposes in and around Havana it would be better to have a base of operations within thirty or forty miles of Havana.

"There is no doubt that Maceo would throw dynamite into Havana giving them ample notice of that purpose. But suppose that he should give such a notice it is quite evident that the Spanish authorities would pay no attention to it. They would simply remain there and doubt the feasibility of the airship and the horrors of dynamite until they actually felt it. Therefore it seems to me that if the Bulletin would use a little more force in trying to persuade the Government to recognize the belligerent rights of Cuba it might save itself the horror of hearing that a few hundred people had been destroyed by dynamite.

"It seems to be the American policy of late to permit all kinds of atrocities and to permit its citizens to be trampled upon in foreign countries without making more than a mere protest. As an American citizen who has known something of the horrors of war I protest against such a policy, and for one say that it is necessary for the Cubans to begin using dynamite. The sooner they use it the better it will be for Cuba and American civilization.

"Certainly the generalship shown by Antonio Maceo and his associates and the fact that the part of the island of which they have control has opened free schools on the system of the public schools of the United States convince me that Maceo would be warranted in us in anything that God has created or man invented to give the people of Cuba their political rights and freedom."

The attention of the Examiner has also been attracted to the Bulletin's editorials, and it comments thereon yesterday as follows:

An evening contemporary gravely criticizes an ex-Attorney-General Hart for his scheme to destroy Havana with dynamite dropped from a cruiser of the air. The scheme is rather blood-curdling, considered a practical warfare, but it is extremely interesting from the point of view of romance. The romantic quality is highly developed in General Hart. Personally he would not hurt a fly. He never did hurt one, as far as known. But he received his nomination to office as a hero accustomed to revel in carnage on ensanguined battlefields.

What more natural than that his mind should dwell on new deeds, even gorier than those whose narration gave him his fame! The exercise will please him, and it will do nobody any harm.

We can think of no one better qualified to be the custodian of an airship than General Hart. Our evening contemporary is wrong to chide him for the use he proposes to make of his charge. The more exciting he can make its programme the more gaily of the gayety of the commonwealth will be promoted. A reference to the airship was medicine that soothed even "California's" gloom on Thanksgiving night.

To this the Bulletin in its editorial columns last night rejoined as follows:

The Examiner gently chides the Bulletin for having taken the proposition to destroy Havana by means of an airship seriously. The scheme our contemporary admits to be rather blood-curdling, but is considered interesting from a romantic point of view. It is not supposed that military authorities have been greatly disturbed by the menace of the airship. In fact General Weyler is more intent upon defending Havana from the insurgent forces than from the California general who derives his title from a civil office. But there are lots of people in the world who do not weigh either men or proportions scientifically. They take a man seriously if he takes himself seriously. It is not likely that California has heard the last of this dynamite scheme. It will be dilated upon as illustrating the characteristics of our people. The romance of the proposition will be visible indistinctly, if at all, through the smoke of a series of dynamite explosions.

People are now curiously awaiting further developments in this paper warfare, with sympathy leaning toward the side of the Cuban advocate and defender.

SAW IT FROM THE DOME. / Graphic Story Told by George Scott, Assistant to the Secretary of State.

George Scott, assistant to Secretary of State Brown, was at Sacramento on the night of the first reported visit of the aerial wonder to that city. He gives a graphic account of what he witnessed.

"Three friends and myself were standing in front of the Capitol," he said, "when the strange light first met our gaze. I said that I saw the light moving in the southeastern part of the city toward the northwest, but some one in the group ridiculed the idea.

"He said it looked like a light in some distant house on the hills and that the appearance of its moving was due to the mistiness of the atmosphere.

"I had the key of the buildings in my pocket and suggested that we go up into the dome and take a look at the phenomenon. We climbed up and there saw the lights very distinctly, sweeping across the sky toward the northwest. There were three of the lights, and they appeared to be attached to some body, of which we could only discern a dim outline.

"It's no use trying to tell me that there is no airship," he sententiously concluded.

WAS NOT STARS. / Attorney Hurst of Woodland Satisfied Himself as to a Strange Light.

WOODLAND, Cal., Nov. 28.—N.D. Hurst, a well-known lawyer of this city, discerned a bright and unusual light in the skies about 10 o'clock last night, traveling in a southwesterly direction from Woodland. Nearly all Mr. Hurst's neighbors also witnessed the phenomenon. Their first impression was that the mysterious light was a group of stars, but closer observation convinced them that this was wrong. The lights appeared to be electric and were watched for an hour.

Mr. Hurst is fully satisfied that if the mysterious object was a mechanical contrivance it could not have been operated by a person on the ground. He watched it upward of an hour from a window in his home. He does not pretend to say that it was an airship, but insists that it was not stars. Two Salvation Army officers, who were driving from Knights Landing to Woodland, corroborate Mr. Hurst. / Heard Them Talk.

UKIAH, Cal., Nov. 28.—E.G. Case, grand chief ranger of the Ancient Order of Foresters of the Pacific Jurisdiction, and William Held, official stenographer of the local Superior Court, left this afternoon for Potter Valley, a small town twenty miles north of this city.

A telephone message was received from Held at 7:30 o'clock tonight containing the startling information that they had seen an airship when within two miles of their destination. The two gentlemen were driving along in a double team when the airship passed so close to them that their horses were frightened.

The gentlemen distinctly saw the aerial wonder. It was cigar-shaped and was evidently suspended from a balloon.

1896 November 29 (Sun) San Francisco Chronicle, p. 28.

STILL ANOTHER INVENTOR. / THIS TIME IT IS A HAYWARDS MAN. / Says He Has Solved the Airship Problem, and Takes a Ride.

Oakland Branch Office of the "Chronicle." / 950 Broadway, corner 9th St. OAKLAND, November 28.—The people of Haywards, in common with the rest of the residents of Alameda county, have been taking great interest in the much-talked-of airship. Their interest has been intensified now by the discovery in their midst of an airship inventor, and one, moreover, who says he has built a flying machine that will actually fly.

W. H. Warren is the name of this ingenious person. He derives his income that enables him to carry on his scientific work from a chicken ranch.

About a month ago Warren completed a working model, capable of carrying one man, and took it down to San Pedro for the purpose of testing its practical value. In speaking of this trial trip he expresses himself as being satisfied that he has solved the problem of aerial navigation. He made the trial himself and found that he had perfect control over his machine. According to this statement he rose to the height of 100 feet and at that elevation maneuvered his invention in every direction.

The model is made in the shape of a cigar with a round head, being lightly constructed and furnished with wings and a tail like a fan. Gasoline is the motive power, but the inventor says he will use electricity in the larger model now in course of construction. He got his ideas from watching the flight of a sea gull. The model is now in San Francisco, where it will remain until the inventor has perfected his product of ingenuity by patent rights.

1896 November 29 (Sun) Daily Humboldt Times (Eureka, Calif.), p. 4.

Has It Visited Arcata? / A Strange Light Observed by Residents of That Place. / Was It the Airship?

The following letter was received last evening from a gentleman, whose truthfulness cannot be questioned:

EDITOR TIMES:—A high school student, several days ago, about half-past 6 o'clock in the morning, saw near the horizon, in a direction a little north of west from Arcata, a strange, large, bright light.

He went to school as usual. Another high school student who lives near Mad river had seen a light about the same hour, in the same place, and commented on it to the first mentioned schoolmate. Strange coincidence, don't you think?

Yours respectfully, etc.,
MIKROS.
Arcata, Nov. 28, 1896.

Nov. 25 p. 1.—SF daft over araps--5 balloons sent up & newspapers deluged with reports.

BUILT AN AIR SHIP. / A Haywards Chicken Rancher as an Inventor.
OAKLAND, November 28.—W.H. Warren, a chicken rancher of Haywards, has come forward as a claimant for airship honors. He says that he has invented and airship capable of carrying one man and is satisfied that he has solved the problem of aerial navigation. He says he made a trial trip recently and had perfect control over his machine. He rose to a height of one hundred feet and maneuvered the machine in every direction. The machine is cigar shaped and is furnished with wings and a tail. The motive power is gasoline, but the inventor says he will use electricity. He got his idea from watching sea gulls fly.

Dispatches from Los Angeles last night state that the strange lights have been seen in the neighborhood for the past few days. General Hart had something further to say yesterday on the use of dynamite in war.

HART'S ROUTE CONFIRMED / Aerial Lights Seen Flitting in San Fernando Valley. / **SIMILAR PHENOMENON SEEN IN ALAMEDA.** / Brief Review of the Remarkable Developments of the Past Week. / **SAGE REFLECTIONS MADE BY MAYOR DAVIE.** / Sees No Cause for Surprise in the Claim that Aerial Navigation Is Possible. /

It is now about ten days since the first report regarding the elusive and mysterious aerial lights came from Sacramento. Since then developments in reference to them have been rapid and sensational, but mystery still surrounds the object and the human agency that are said to be responsible for their appearance.

At this time the history of the myth, phenomenon, airship or whatever it may prove to be, will bear a brief review. This is given that the readers of The Call may the more readily and intelligently grasp the present situation.

Incredulity, deep and general, greeted the first report which credited the lights to an aerial voyager. Next it was announced that George D. Collins, an attorney of this City, was the legal representative of the inventor and manipulator of the wonder of the starlit sky. This honor Mr. Collins did not disavow, but was unconquerably obdurate when it came to a question of disclosing the name of his client, the location where the marvel was put together, or the place where it found exemption from the eyes of the curious.

The knowledge that this interesting information was lodged in his legal custody caused him to be besieged by newspaper reporters, speculators, investors, x-rays and a horde of curiosity-seekers. Under the pressure thus put upon his time and patience, he made numerous statements relative to the matter that was absorbing public attention and his connection therewith.

Unfortunately these statements, as published in the various newspapers, did not fit together quite as accurately as a scientifically constructed edifice should. Among other things he allowed it to be inferred that a Dr. E.H. Benjamin had aided in the construction of the invention.

Meanwhile reports continued to come to hand daily of strange and luminous visions. Men well and most favorably known in scientific, official, professional, business and educational circles claimed to have seen these nocturnal visitations of moving lights at great altitudes. None, however, appear to have secured a clear view of the body to which it was supposed these aerial lights were attached, though most observers of the phenomenon stood ready to assert that they were gaid in their course athwart the horizon by human power. Sacramento, Oakland and San Jose furnished the most frequent and startling descriptions of the mystery.

Suddenly came the news that ex-Attorney-General W.H.H. Hart had been substituted for Mr. Collins as the legal custodian of the secrets and destinies of the reputed airship.

This was followed by the announcement, on the authority of General Hart, that the airship mystery was only incidental to a full-fledged and extraordinary filibustering scheme for the capture or destruction of Havana, the stronghold of the Spanish authorities in Cuba, by the use of dynamite. He further informed the startled public that the aerial warship to be used in this enterprise would be designed to carry half a ton of dynamite, in addition to its necessary appurtenances and crew. He also, over his own signature, averred that two airships were now in readiness to sail the ethereal blue, and that another, on modified and improved plans, was in course of construction

As soon as this last-mentioned craft was completed and the crew made thoroughly acquainted with its handling it was to take flight, he said, into Havana, there to aid the Cubans in their struggle for independence.

For his advocacy of the use of dynamite General Hart was taken to task by the Bulletin, which was tentatively abetted by the Examiner. This attack elicited a spirited and martial-toned rejoinder. The fear in the public mind now is that the scene of war may be transferred from the carnage-stained fields of Cuba to the unoffending columns of the local newspaper.

Shortly after the name of Dr. E.H. Benjamin appeared in connection with the mystery of the air he disappeared from his lodgings at 633 Ellis street, where he had lived for two years, leaving nothing more than a carefully locked trunk behind. Yesterday morning he called for his baggage and then "flew the coop," as the detectives phrase it, leaving no extrace as to his future movements, but on the contrary taking precautions to cover his tracks.

Saturday night reputable people of Alameda aver that they saw the floating lights, and an electrician states it bore all the characteristics of an electric light.

Anderson, a town about ten miles south of Redding, lays claim to the honor of a visit from the aerial nondescript on Saturday night.

"In the event that an airship could be made to destroy a city," he said, "that in itself would firmly establish the peace of the civilized world. It would be realized that it would be no use to fight against such means. The very fact that such a thing could be done would bring about universal peace. The result would be that the nations would resort to arbitration in all matters of international differences. It would no longer be a matter who has the biggest cannon and who can shoot the farthest. There would be no use for navies or fortification and thus would be brought about absolute peace."

He also took occasion to explain that the 120-mile flight referred to in yesterday's Call was made with the larger airship. The smaller one, he added, is capable of moving much more rapidly. By going with the atmospheric currents and using the electric power at the same time he claimed, it can attain a speed of forty to fifty miles an hour.

One point that has been noticed is that Attorney Hart intimated several days ago that the course of the airship would be southerly and dispatches confirmatory of this were last night received from Los Angeles. /

OVER ALAMEDA. / The Mysterious Lights Made Their Appearance on Saturday Night Last.

Alameda had another spell of excitement over the airship on Saturday night, when the mysterious light that has been puzzling residents of the towns about the bay made its appearance over the southern portion of the Encinal city.

Shortly after dark the family of a gentleman living at Versailles station, while observing the heavens from the southern windows of the house saw a big white light suddenly appear high in the air about over Bay Farm Island. It seemed to flare out in a second as though something that had obscured it had suddenly been removed. All watched with breathless interest while it rose, passing rapidly westward meanwhile to a greater height, where it seemed to pause for an instant. It then turned toward the south and passed on in that direction.

It appeared about the size of a man's head when first seen, but grew smaller and smaller until it passed out of sight. The time elapsed between the first appearance and the disappearance was about twenty minutes, and all agreed that it seemed to lurch from side to side as it went southward.

A gentleman visiting at the house, who has had considerable to do with electric light power, and who saw the aerial mystery, is convinced that it could have been nothing else than an electric light of great power. /

ANDERSON IN LINE. / Her Citizens Claim to Have Seen the Aerial Mystery in Its Flight.

REDDING, Cal., Nov. 29.—Anderson, located about ten miles south of Redding, is either in line with other cities of the coast or else her citizens have the same "night owl" proclivities, for it is current talk that the aerial monster passed over Anderson last evening about 20 minutes past 8. Her citizens claim to have seen the stranger in its flight.

It was first observed from the corner of East Center and Ferry streets by a reputable citizen noticing a peculiar light in the westward. He called the attention of others to the seeming phenomenon, and quite a crowd collected. It was generally conceded that this must be the long-talked-of airship. Its course was south and west, and the lights soon disappeared in the south. The light was large and brilliant and seemed to move in a steady course. /

AN ORAL REVERIE. / Mayor Davie Says Some Pointed Things About a Current Topic of Interest.

OAKLAND, Cal., Nov. 29.—Mayor Davie has seen a phase of human inconsistency during the past week that has amused him. It is best told in his own words:

"Whether there be an airship cruising nightly over this neighborhood," said his honor to a little group of friends yesterday, "is only a secondary matter with me at this time. If there be not one now, I am convinced that the problem of aerial navigation will soon be solved. What is now interesting me is the peculiarities of some newspapers and some newspaper readers.

"Early Sunday, as you all know, we find on our doorsteps small libraries which are called daily newspapers. We look through them and find that a good portion of them is occupied with the marvelous things that scientists perfect and prophesy. During the past few months this has been more the case than ever before. The newspapers publish all these things as facts, profess to believe them, and the majority of their readers accept them as truth. Being somewhat of a scientist myself, I am led to believe in many things that now appear improbable. But I have a precedent for it.

"A year ago if any one had told me that they could produce a ray of light that would photograph my watch through a wooden box would I have been called an ass for doubting him? Yet I have seen this very thing done. We have all read of the progress of aeronautics, and yet when a thousand reputable citizens declare that they have seen some kind of a machine navigating the skies, and believe their eyesight as proof that some one has done what the newspapers have told us for years is only a matter of time, most of those papers try to make us believe that they have been fooling us with their probabilities, and that their stories of scientific prophecies are all fool stories.

"Several years ago there was an old inventor named Dr. Seering who lived in this city. One day I heard a conversation between him and the late Walter Blair, who build the Piedmont cable road. Seering told Blair not to think of putting his fortune into an expensive trench in

the ground as in a short time electric-cars would be running all over Oakland. Blair laughed at the idea, put his trench in the ground and put his fortune into it, and electricity was substituted on his system faster the road had been sold by the Sheriff. Dr. Seering fell dead on the street here about two years ago, but a few weeks before his death he told me that with aluminum and electricity and airship would soon be a certainty. I don't say this as proof that there is a successful airship now in use, but I will say that if I were to read in to-morrow's paper absolute proof that one has been constructed, I should not be any more surprised than Walter Blair was after he saw his mistake' / SOUTH OF TEHACHAPI. / The Aerial Wonder Appears to the People of San Fernando Valley.

LOS ANGELES, Cal., Nov. 29.--The operator of the California airship seems to find the climatic conditions south of Tehachapi very favorable for the evolutions of his bird-like machine.

Persons whose occupations keep them up late into the night relate experiences of having seen strange and peculiar lights during the past three nights moving about near the summit of the mountains or crossing the valleys at a rapid rate.

These visitations have heretofore been witnessed by only a few persons, but tonight scores of residents of East Los Angeles saw the flitting light in the direction of Pasadena moving along the foothills toward Santa Monica.

A Call correspondent took great pains this evening to verify the reports about the lights, and is now thoroughly satisfied that some very unusual spectacle was seen by a large number of persons, all of whom gave substantially the same description of what they saw, and there can no longer be any question but that some figure of huge outline and carrying a light has been seen in the San Fernando Valley and along the foothills extending from the valley to Santa Monica.

Motorman Millsap of the Downey avenue car line, which runs into East Los Angeles, gave the best description among the many interviewed. He is quite sure that what he saw is an aerial machine operated by a human being.

p.6: AN AERIAL ELOPEMENT. /
 Come fly with me, my aeroplane / Is tugging at its anchor chain;
 We'll slip our cable, mount, and feel / The old world drop below our keel,
 Come fly with me, my airship waits / With wings a-flutter at your gates;
 While deep in night this planet gropes / We'll climb the upper stellar slopes.
 Come fly with me beneath the arch / Of swelling blue we'll join the arch--
 The stately constellations dance, / Down thru the heaven's wide expanse.
 Come fly w me, sweet to our ears / Will come the music of the spheres
 Then yonder solar system jars / In the aria of the stars.
 Come fly w me, my love, we'll stray / Along the misty Milky-Way;
 We'll speed around the cycle track / Where wheels the whirling zodiac.
 Come fly w me, we'll chase the Bear / And Ursa Minor to his lair;
 We'll drag bull Taurus from his pen / And beard old Leo in his den.
 Come fly w me o'er starry seas, / We'll sail among the Pleiades.
 We'll tempt the astral gales that blow / Loud in old Saturn's beard of snow
 Come fly w me, we'll soar and sail / Up where the comet whisks his tail;
 We'll take in Venus as we move / Along, and meet the Queen of Love.
 Come fly w me, away we'll bound / Where distant Neptune goes his round,
 Where Jupiter in glory turns / Where Mars, the ruddy war-star, burns
 Come fly w me, out in the voids / We'll chase the fleets of asteroids;
 An airy race away we'll skip / With Arctus Navis--skyeey ship.
 Come fly w me, we'll take a run / Around some mighty central sun,
 And orb among the rolling spheres / Throughout the long sidereal years.
 Come fly w me, my aeroplane / With wings as-spread tugs at her chain.
 We'll slip or lince, spring up and feel / The old world drop below our keel.
 1896 November 30 (Mon) San Francisco Examiner, p. 6.

This Ought to Settle It. / From the Hanford "Sentinel."
 Last night when the sullen black clouds of Jove were rolling in chaotic gloom and the storm king's wand was sweeping the heavenly vistas in an effort to command "peace be still": when the whirling winds had parted and rifted the murky elements into billowy columns and the luminary of night had cast his silvery sheen upon the valley from over siddy Sawtooth's massive brow; when earth's fire-sides were still and the lamps had ceased to flicker over the dreamy pages of the student; when the dogs were off their watch and the whip-poor-will was picking its teeth with a blackberry brier, Will Matthevson and Mont Hornbeck, two reputable and trusted young men of Hanford, whose antecedents are substantially correct and whose reputations for truth and veracity are fully 16 to 1, witness and give testimony that they saw a great light at an angle of forty-five degrees in the heavens.
 The light was not a bull's-eye lantern, because it was too low down; it was not a Roman candle, because the Romans are not in it now days; it was not a comet, because it had no tail; it was not a meteor, because it didn't meet anybody; it was not an electric light, because Lacey don't do business that high up; it must have been an airship because it was not in the water. The light was surrounded by a halo, the prismatic beams of which so dazzled the eyes of the beholders that the true form of the ship was obscured, but amid the blaze of glory could be seen the outline of its massive wings as they rapid strokes carried it through space at a rapid rate. . . . There is a plan on foot to snare it next time it crosses this way.
 1896 November 30 (Mon) (Bakersfield) Californian, p. 4.

THE AIRSHIP. / Bakersfield People Who Are Sure They Saw It.
 Pon the air all boundless and underless ve glide.
 Up, up amid the stars, sweeping the clouds aside.
 Look up, look up, you suckers below and wonder there.

Dazzling your brains to know what in thunder we are. (Frazzling!) Thus sing the airship sailors as they stand on the deck of their wonderful ship in its nightly voyages through the heavens over Bakersfield and the surrounding country.

There are many here who declare as no more a josh--not this song, but seeing the airship. Now comes C. J. A. Hughes, of Hughes drug store, and declares that he saw something set against the western horizon early (Friday) evening that was very surprising, to say the least of it--very unusual to say more. It looked like a great moving, white looking length, similar in appearance to a street electric light. Mrs. Hughes also saw it and also a young man living with the family. It was not very high, and it was moving slowly toward the south. Mrs. Mahan Webster, at the Land Company, avers that on Thanksgiving evening as she and her husband were driving home from Poso, they also saw a wonder in the heavens. It showed blue and white lights. They looked at it through a telescope, and it appeared to be balloon like in its construction. It was gliding slowly along toward the south.

Mr. and Mrs. Webster related this story to a few people in the Land Company office. Inasmuch as the public is so incredulous over the airship stories that have been reported of late, they do not care to say much about it. Hence the meagreness of the story.

A long time ago when the divine Tennyson dipped into the future, he / Saw the heavens filled with commerce, argosies of magic sails, / Of the purple twilight, dropping down with costly bails.

It may be that time has stolen unawares upon the world, and that x by this time next year all about this mysterious something seen in the heavens of late by incredulous people, will be part of the pioneer history of air navigation. Quien sabe!

So in the light of this possible fact, keep your eyes open and heavenward these nights and watch for that mysterious heavenly visitor
 1896 November 30 (Mon) Oakland Tribune, p. 5.

EITHER MARS OR VENUS. / Professor Burckhalter Tells of the "Airship's" Light. / HE LAUGHS AT THE TALES. / The Astronomers, He Said, Have Not Noted Anything Unusual. / WHAT THE WATCHERS SAW. / He Says the Present Theories Are All Pure Fakes. /

There is one confirmed skeptic in regard to the airship. He is Professor Burckhalter of the Chabot Observatory. His time has been taken up lately by persons who are anxious to view the aerial machine through the telescope. Many persons have advanced the theory that the airship is a clever advertising dodge of some gas company that is trying to boom a new kind of illuminating gas. Professor Burckhalter laughs at this theory as well as others.

"If there were any airship I would turn the telescope on it, you may be sure," said Prof. Burckhalter today. "What people have been taking for the brilliant electric light of an airship is nothing more than or less than one of the two planets, Mars or Venus. People want to believe in the airship, and it is astonishing the way they deceive themselves. Venus is as brilliant as an arc light and does move very slowly through the heavens. Anyone who pays a little attention to the heavens might be deceived into believing it an electric light gleaming through the clouds. Last Saturday night when there was such excitement over the airship, what people were looking at was the planet Mars, which appeared very brilliant that evening.

The theories in regard to the airship are pure imagination. If there were any strange objects in the heavens, we would certainly know of it, and all these theories are, I believe, pure fakes."
 1896 November 30 (Mon eve) Woodland, Calif., Daily Democrat, p. 3

DAVISVILLE DOINGS /... That Mysterious Light.
 What is it? This thing they call the airship I mean. It has not yet been my good fortune to see this mysterious wanderer, and at present the nights are too chilly for star-gazing. But accepting the stories told of it as wholly or partly true, we must believe there is something in them. It is certainly not a meteor. Meteors adhere strictly to a single direction and are generally in a hurry. It cannot be a kite or a balloon, for either of these must go with the wind. It cannot be a toy machine sent up simply to mystify the people, for the simplest of these would be too expensive for frequent repetitions, and I do not take stock in any airship, which, if of any size, would certainly require powerful machinery and produce a noise that would be heard a long distance. Now, I'm not going to say that it is not an airship, for in this age of scientific discovery, when one may talk to a friend across the continent, or by means of the X ray explore that same friend's internal structure, lights, liver and gizzard, at closer range; when one may listen to the songs and speeches of a past generation, or gaze upon the portraits of stars that lie beyond the reach of the Lick telescope, I may doubt, but I will not dispute. If a man should tell me that he had discovered a practical route to Mars, or the moon, I should consider it possible. And so there may be an airship. I don't know and cannot say there isn't but supposing such a thing to exist, is it not almost incredible that some level-headed observer has not detected it before this? The inventor of this machine may have rendered it invisible by the use of some hue outside of the visible spectrum, like Ambrose Bierce's mountain lion, but still it must be a substance, and in its passage athwart the sky it must eclipse the stars that lie in its path. The arc it describes in passing from horizon to horizon would determine its distance. This obtained it would be an easy task to calculate its speed, and the time of passing a given star would fix its length. Its depth might be determined by the vertical distance of the stars eclipsed, and your trained observer be able to give a better sketch of this strange thing than the average man could obtain if it were lying on the ground before him. Why don't these influential journalists who talk so much about the airship get our old friend Herwick hold of it?

Beats the Airship. / An Angelic Aerial Apparition Agitates Rustics in New York State.

A letter from Wolcott, N.Y., Nov. 17, says:

The villages of South Butler, Butler Centre and Slyburg are greatly excited at present over an apparition which has appeared in that section recently and for which there appears to be no possible hypothesis except a spiritual one. The visitor is nothing less than an angel or at least it bears every appearance of one, and is seen in broad daylight and in a clear sky. Its appearance was on the second of November about 3 o'clock in the afternoon, when it was seen by at least a score of people within a radius of five miles of Butler Centre. Some of the people who have seen the apparition are: R.D. Mack, a farmer, living near Slyburg; H.B. Newton, a mechanic, whose home is in Savannah; A.W. Miller, a South Butler farmer, and D.F. Everhart, an ex-school teacher of Butler Centre.

Mr. Everhart, who is a well-educated man and not a spiritualist, gives the following account of its appearance: "I was returning from Wolcott about 3 o'clock in the afternoon Nov. second, when I noticed an object floating in the air, apparently about 100 yards away and nearly overhead. Its appearance was that of a person about twenty years of age, clad in a long white robe with the arms bare. On its shoulders were a pair of long, white wings which appeared nearly motionless. At first the features were clearly visible, but as the object floated higher they gradually became indistinct through distance till finally the form faded from sight in the distance. It was a clear day and not a cloud in sight at the time. I should think it was about 15 or 20 minutes from the time I first saw the object till it disappeared. I could not believe the reality of the vision and even pinched myself to be convinced that I was awake and not dreaming. I said nothing about it for several days, fearing to be thought drunk or crazy, till I heard others speak of similar occurrences."

The story told by others who have seen the angel is the same in all essential details as that told by Mr. Everhart and few of them mentioned the incident outside their family circle for some days, until the story gradually became current. Several people have seen the vision since on clear days, as it has appeared on at least three different occasions and has created great wonder and alarm throughout that section. Not one has any theory concerning its appearance or errand.

Some one with an artistically constructed kite is amusing himself—

1896 December 1 (Tues) The Call (San Francisco), p. 7. (card 1)

SAILED OVER LOS ANGELES / Three Strange Lights Seen Above the City of Angels. / BACK ON THEIR COURSE / Hart Tells Why His Client's Airship Takes to Great Altitudes. / IS MUCH EASIER TO OPERATE / The Attorney Gives an Account of a Wonderful Electric Storage Battery. / Every day and every night add more testimony from those who have seen or claim to know something about the mysterious lights that for the past two weeks have appeared in the sky from Central to Southern California. Every day and every night add to the number of those who are converted from skepticism to a belief that these lights are attached to an airship or aerial craft such as the world has never seen before.

Whatever all these mysterious things may be it stands to reason that the mystery cannot exist for ever, and in all probability the truth will be known ere many days or weeks pass. It is the purpose of The Call to secure this knowledge and present it to the public, be it airship or hoax.

The telegraphic dispatches published in yesterday's Call gave accounts of the appearance of strange lights making rapid zig flights over the San Fernando Valley, in Los Angeles County. Last night the people of Los Angeles City were treated to the strange sight. Two fixed lights passed over the city at a high rate of speed and at a very great distance from the earth. A third light that appeared to have all the characteristics of a searchlight in the hands of a skillful manipulator was also seen in conjunction with the two fixed lights. These passed according to reports from the northwest to the southeast and two hours later they reappeared, passing from the southeast to the northwest. A number who witnessed the phenomenon were inclined to believe that some practical joker was sending up toy balloons from the hills, but those who believed in the airship theory were unable to understand how toy balloons could pass in opposite directions over the same course, or what kind of toy balloon was used that could stay up at a high altitude with lights ablaze for over two hours.

Ex-Attorney General W.H.H. Hart, the attorney for the inventor, while discussing the power that could be or is used for airships, made public some very interesting information regarding the new Fargo storage battery in which he is interested. He stated that the whole apparatus of a twenty-horsepower storage battery weighs only about 125 or 130 pounds. The receiving jars proper have been reduced to such a small compass that they weigh less than three pounds, and that a jar of this size can be charged from an ordinary incandescent light wire. Under such circumstances the master of an airship would have but little trouble in taking in "fuel" that would enable him to travel a great many miles. He could have his ship secreted in the hills, walk into any town along the route on which he might choose to travel, hire a room in a hotel, tap a wire, fill his soda bottles with chain lightning and resume his voyage through the upper air for another hundred miles or more.

The proposition seems almost too gigantic to be true, but stranger things have happened in the realm of science within the last few years. A late dispatch received last night from Los Angeles reads as follows:

"The mysterious airship was seen again here to-night. The thing moved about over the city for an hour. There is no doubt as to the genuineness of the phenomenon, whatever it might be. Jack Faulkner, Richard Sweet and other reputable citizens, who were directly under the strange visitor, state that they saw its wings. It created great excitement on the streets to-night."/>

WHY HE SAILS HIGH. / Attorney Hart Tells Why the Airship Is Taken Far From the Earth.

General W.H.H. Hart still insists that the much-talked-of airship is a reality and that the thousand or more people who have seen lights moving in the sky and were able to discern the outlines of an object above were not the victims of high-pressure imaginations. He goes still further and asserts that there are two airships now moving about in the heavens over the Golden State, a large one and a smaller one. He believes that one is now in the southern part of the State and the other is prowling around through heretofore unexplored space in the more northern latitudes.

"Then your inventor must have an assistant who understands aerial navigation as well as himself," was suggested to General Hart.

"Yes, he has," was the response. "He told me that there is very little trouble in handling the machine. All that is required is a good cool-headed man with a fair amount of common-sense and one who is not likely to become excited or lose his presence of mind at high altitudes."

"I have no doubt that he has such men with him. At least he told me that he had. You must remember that an airship is very easy to handle at extremely high altitudes—much easier than near the surface of the earth."

In explaining what he meant by this assertion General Hart gave some interesting information as to why the lights are always seen at such great distances from the earth. He illustrated his point by calling attention to the fact that an ordinary gas or hot-air balloon, on being released from the ground, darts like an arrow from a bow into the air and as it farther away from the earth it gets the slower its upward flight.

"The reason for this," he explained, "is that after the balloon has reached a certain altitude the gas that carried it to that point is not so much lighter than the surrounding atmosphere and its buoyancy is thereby decreased. Then aerial navigation becomes practically easy, for the operator does not have to expend power in forcing the balloon filled with gas and the airship attachment against the wind. This is the reason that the inventor has gone so high when experimenting with his ship. He tells me that at a great height he can go against the wind with comparative ease, but that at 300 or 400 feet from the ground he is compelled to use up a great deal of power."

The subject uppermost in the general's mind, the freeing of Cuba from Spain, came to the surface in the conversation, and the attorney said that "the inventor is likely at any time to pack up his smaller airship and start for the scene of bloodshed and trouble."

"It can be easily done," he said. "In the first place the material of the outfit is light and the ship can readily be packed in cases and shipped away by rail without attracting the least attention, and it would take but a short time to put it together again."

"How could this be done when your power is a storage battery that will only last six hours?" was asked.

"There would be no difficulty about that," was the response. "The Fargo storage battery can be recharged anywhere where there is an electric-light wire, and there are electric power and lighting plants in all of the towns from here to Arizona, and from Arizona to the Southern states."

"The whole apparatus of the twenty-horsepower Fargo battery does not weigh over 125 pounds, and the storage battery proper can be carried in your overcoat pocket, it not weighing over three pounds. Each section weighs but a little more than a sodavater bottle filled with water. He could come into this office and charge his entire battery by tapping one of these incandescent-light wires. So, you see that he could take his ship across the continent without any trouble at all. Speaking of the expedition to Cuba reminds me that already I am beginning to receive letters from people who desire to go as volunteers in the new aerial navy. Here is one. I will read it to you, but not give the writer's name: / Madera, 11-29-'96.

W.H.H. Hart--DEAR SIR: If it is possible please consider me as a volunteer for the party in the airship to go to Cuba. I am 40 years of age and in perfect health and strength. Am a fairly educated man, a good telegraph operator, stenographer and typewriter operator. I understand that it will be a very hazardous enterprise, but believe me, there is no danger that I am not perfectly willing and glad to face.

I shall fear nothing and will go anywhere and do anything my superiors may command or desire. It does not matter to any one if I am killed, as I have no ties. I have no family, relatives or persons relying upon me, and for that reason alone I should be sent. I will take any obligation as to secrecy, faithfulness, etc. and willingly answer with my life for it. High altitudes do not affect me. Please let me hear from you at your earliest convenience. Most respectfully,

"Will you engage him?"

"I will not. I will hand his letter over to the inventor, and he will do with the proposition as he sees fit. I have no doubt but what, as he is related to the electrician of Macco's army, all the arrangements were made as to the crew and other details before he came to this part of the continent. As I have said before, he came here to test his airship in the high altitudes, the lower heavier strata of air and the fogs from the ocean. He wanted to test it under ocean conditions. In the East the wind blows from the land to the sea, but here it blows in from the ~~land~~ sea, and in an expedition over Cuba he wants to be thoroughly familiar with ocean atmosphere. The last time I saw the inventor his purpose was to operate his ship in the high, dry atmos-

phere over the southern part of the State, and from the telegraphic ac- counts in The Call he must be there now with one of his airships. We are told that his lights have been seen by hundreds in Los Angeles County, and I have no idea that they were jack-o'-lanterns or fakes."

SEEN OVER LOS ANGELES. / The City Excited by Over Bright Lights Apparently Under Some One's Control.
LOS ANGELES, Cal., Nov. 30.--Los Angeles is excited and people are gazing upward from every corner at what all who have seen them declare are the lights of an airship. The altitude of these strange lights was very great and the movement was from northwest to southeast. Passengers on board many of the streetcar lines witnessed the zigzag glimmer as it floated slowly and placidly through the upper air.

Most of the force of the two morning dailies saw the lights, which reappeared after two hours' time going in the opposite direction. Some of the witnesses describe the appearance of these lights, two of which were fixed, while a third light had the characteristics of a searchlight and was apparently under the operation of a skilled manipulator.

These lights were seen by so many reputable citizens that the town is talking nothing else to-night except the strange lights and the probable influence of the invention, if it proves such, upon methods of warfare and the transmission of intelligence from one part of the world to another. The probability of the ship is conceded on all hands, and much speculation is rife as to its most important uses in peace and war.

The latest and most conclusive evidence extant reached this city to the effect that Foreman Woods, on Lucky Baldwin's ranch at Santa Anita, had seen the visitor this afternoon by the full light of day. H.A. Unruh, manager of the ranch, places the utmost reliance in the word of his foreman and in consequence said to a Call correspondent that this statement satisfied him. There is some ground for the report that a genuine airship was being operated among the foothills, not only in the night but in the daytime.

This information was telephoned to the Chamber of Commerce in this city today. This information staggers the most credulous. Serious people, judges and prominent business men have now been led to conclude that there is more in aerial philosophy than they had ever dreamed of.

Foreman Woods' description tallies with the published accounts and pictures in The Call during the past week, namely: as to its birdlike wings and other characteristics. Mr. Woods claims to have had a good, plain view of the winged visitor, and describes in detail its every part.

The hull or body, he says, is of oval shape, while the wings are long and fashioned remarkably like those of an American eagle. Its rapid movement through the air is what impressed Mr. Woods the most. The machine, he said, was traveling against the wind, and at a rate of speed equal to the fastest train.

The hills about the city are lined with gazers watching for a late reappearance of the ship. To this mass of evidence a hackman, whose occupation keeps him up all night, adds that he has seen the ship as late as 8 AM A.M. This gentleman, whose name is Carroll, describes the appearance of searchlight features with clearness.

He says that he is absolutely certain that what he saw was an aerial machine under the guidance of an intelligent being, and that the searchlight was capable of revealing objects on the earth and the general topography of the country to the operators.

1896 December 1 (Tues) San Francisco Examiner, p. 2. / That Airship Again./ It Was a Toy Balloon w. a Reflector, & It Floated Over L.A. Los Angeles, Nov. 30.--The airship fakir has been at work here, and the result of his labors tonight caused much excitement among the promenaders on Spring street. Shortly before 7 o'clock a brilliant light like the rays from a locomotive headlight was seen in the air over the southwest part of the city. It bobbed up and down and slowly moved to the northwest, disappearing over the hills at about 8 o'clock. Charles Fuller Gates, a bicycle expert stated this evening that he believed the affair to be a practical joke on the part of some residents of the University, who had prepared a six-foot paper hot-air balloon with an aluminum reflector, so that the flames from the sponge would be reflected downwards. That the airship was a xxxxxxx xx xx xxx xxk w/ xx xxw trick arrangement there is no doubt, but it was enough of a success to be the talk of the town; and until late at night many people kept their places on the curbstones scanning the sky in the hope of its return.

1896 December 1 (Tues morn) Los Angeles Daily Times, p. 5. (card 1)

THE AIRSHIP ROMANCE. / PEOPLE WHO THINK THEY HAVE SEEN THE REAL THING. / Some of Them Mistake Mars and Venus for the Flying-machine. A Los Angeles Man Engages in Airship Building. /

The people of California will soon be suffering from "cricks" in their necks. Nightly, as soon as the sun goes down, every man, woman and child turns out and with head thrown back, begins gazing skyward in search of the airship. Each day that passes adds to the number of believers who are convinced that they have seen the new wonder. Witnesses are cropping up in every part of the State, who have seen strange lights in the heavens. For some days the contagion was confined to the northern part of the State, but it has now spread to Los Angeles, and last evening the streets were crowded with open-mouthed gazers at the skies, to whom every star of more than usual brilliancy appeared a full-fledged airship.

Sacramento was the spot first favored with a visitation from the mysterious vessel. On the night of Tuesday, November 17, numerous citizens assert that they saw a brilliant searchlight moving over the city. Apparently some emulation was aroused among the witnesses. Those that spoke first saw only the light, but their successors gave more and more vivid descriptions of the appearance and construction of the strange visitor. Finally the last man to testify eclipsed all his

predecessors by relating a conversation carried on by the occupants of the airship as they passed over his head. All of these veracious witnesses assert that they were entirely sober and had not been hitting the pipe.

Oakland and San Francisco valiantly came to the front with columns of corroborative testimony, and the climax was reached when a Mr. Collins, an Oakland attorney, announced that he was the legal advisor of the inventor of the machine, and was familiar with its plans of construction. Mr. Collins received enough free advertising to satisfy a patent medicine man. He was soon compelled to share his honors with ex-Attorney-General Maxx W.H.F. Hart, who was also retained as counsel by the unknown inventor. Gen. Hart gave out the interesting information that the airship is a vessel of war and is to be used to aid the Cuban revolutionists by dropping packages of dynamite upon Capt.-Gen. Weyler's head. Gen. Hart and his associate counsel, Mr. Collins, differ somewhat in their descriptions of the general appearance of the airship, but both agree in the appropriate statement that the motive-power is gas. Both attorneys decline to give their client's name. They say, however, that he has already constructed two airships and a third is on the stocks.

Last Friday evening numerous citizens of Los Angeles discovered a bright light in the heavens near the southern horizon. It was first observed about 6 o'clock and attracted the attention of many people who were on their way home. The most intelligent account of this particular appearance of the phenomenon is that given by Capt. Frank B. Taylor, U.S.A., No 3211 Key West street. About 6:30 Friday evening Capt. Taylor was called out by a neighbor and his attention was directed to the light which was then near the horizon. To the naked eye the object seemed like a brilliant electric light or like a fired star, although no scintillation was perceptible. Capt. Taylor brought out a field-glass and made a careful observation. In describing the light as it appeared through the glass, he said:

"The light was apparently at a considerable distance, perhaps fifteen or twenty miles. Through the glass it appeared pear-shaped or like a soap bubble when suspended from the pipe, with the apex tilted a little to the left. About one-fifth of the surface, on the left-hand side, was dark and the remainder was very bright and covered at regular intervals with still more brilliant spots. It was up about 20 or 25 deg. in the heavens and appeared to be moving away in a south westerly direction. I watched it through the glass for about ten or fifteen minutes. It finally disappeared, apparently going toward the ocean. I did not think it was an airship. It seemed more probable that it was some novel affair sent up by someone to impose upon people. It might have been a fire-balloon, although it hardly had that appearance. I could not see any indication of a car or any other attachment, though if there were anything of the kind it probably would not have been visible."

Many of the neighbors watched the mysterious light through Capt. Taylor's glass. Among them was George P. Taylor, who had first seen it from the street car half an hour before. He described the light as very brilliant, with the prismatic colors of a mass of bubbles. Mr. Taylor considered it something unusual, although he was unable to determine the character of the strange visitor.

Last night expectant wonder-seekers were again treated to a sight of the new luminary, which seemed to appear in suggestive proximity to that part of the heavens which Venus should occupy at this season. The airship seemed, however, to be in the condition unkindly ascribed to its observers, by some skeptics, for its course was decidedly unsteady. It appeared above the southern horizon and moved along in an erratic way. The news rapidly spread that the flying-machine was billed for another exhibition, and hundreds of people turned out to see the wonder. The majority of them fixed their gaze upon Mars, and that inoffensive planet was promptly equipped with wings, tail and a full cargo of dynamite. Doubtless some of the spectators overheard the remarks of the inhabitants, and this testimony may be expected soon.

INVENTED HERE.

San Francisco and Sacramento have had a monopoly of the airship long enough, and Southern California now gets into the game through the enterprise of a patriotic and inventive citizen of Los Angeles. This patriotic patron is a business man who has had experience in the manufacture of fireworks. He learned from the reports of the appearance of the aerial mystery that an airship consisted of a light in the sky, and he prepared to supply that light. With a hot-air balloon and an aluminum reflector, he constructed a flying ship a few days ago, and last night he launched the craft into the illimitable blue from his home in the southwestern part of the city.

It was a simple contrivance, just a paper balloon with a wire basket containing a sponge saturated with alcohol, and over the sponge and aluminum funnel. When the alcohol was ignited the funnel conducted the hot air into the balloon and reflected the light downward. For popular purposes, this machine is just as good as a cigar-shaped car with wings, and a searchlight. In fact, any bright planet or star served as an airship last night, and hundreds of persons stood on street corners and gaped at Mars or Sirius by the hour. The evening star, when it blazed up in the southern sky early in the evening, was a most brilliant success as a flying ship, and attracted more admiring attention than ever before had been bestowed upon a planet. More than a hundred persons are willing to swear that the evening star bobbed up and down with a wavy motion, and finally landed just back of the Soldiers' Home, and they were sober, too.

1896 December 1 (Tues) Los Angeles Times, p. 6.

THAT AIRSHIP AGAIN. / The Call is, as an English paper said of McKinley a few days after the election, "a creature of sublime faith." It was the first to dis-

cover the existence of a "majestic monarch of the skies" that was simultaneously to be seen hovering over Red Bluff and Bakersfield, the Alpha and Omega of the great basin formed by the confluence of the San Joaquin and Sacramento. As the machine could not be in two places that were over four hundred miles apart, the Call was about to "throw up the sponge" and confess that it had been cruelly lunched, when suddenly a rescuing angel appeared on the scene.

This was no less a person than William Holy Heavenly Hart, ex-Attorney-General of the State of California and likewise of counsel in the famous Blythe will case. He accounts for the ubiquitous character of the mysterious pilgrim of the azimuth by a statement that there are three of these airships, two in nightly operation and the other nearly completed. At first there was only one airship, the existence of which was stoutly denied by the Chronicle and the Examiner. Now there are three. They multiply as fast as did the heads of the [Lernean] hydra when struck off by the club of Hercules.

Last night, in this city, several people said they saw the spook of "the desert and illimitable air" moving steadily in the direction of Santa Monica. It was at a great altitude, so as to be scarcely visible to the naked eye and inspired the ancient army of old soakers to repeat their wonted question, "Have I got 'em again?" Astronomers have predicted the approach of no comet, so it cannot very well be one of them. We must leave this deep and inscrutable mystery to be unraveled by the Call and the ex-Attorney-General, with the lord high executioner and the groom of the back stairs to bring up the rear of this weird procession.

1896 December 1 (Tues eve) Daily Californian (Bakersfield), p. 1.

THE AIRSHIP. / Still More People Who Are Sure They Saw It.

W.H. Sanborn and Robert Blodgat, connected with McKelvey's store, saw the mysterious light low in the southwestern heavens about 7:30 o'clock Friday evening from the back door of that establishment. They declare that it moved out of their sight within a short space of time and it also had a descending and ascending or undulatory movement. It was a very large light, resembling in color an electric light. These gentlemen do not claim that it was an airship, but a mysterious moving light, and that's all.

Several people in the Lowell addition saw the same mystery at nearly the same hour in the direction of Tejon. They stoutly maintain that it was moving and had a reddish appearance.

Stories similar to these are reported by reputable citizens all the way up the valley to Sacramento. These people have certainly seen something or else they have gone daft, and the Californian is prepared to say that the people whose names are here used are anything but daft. They are of the best and most trustworthy of our citizens.

It is reported that R.C.P. Fox declares that the mysterious illuminator is a proof of the great fact the near advent of co-operative socialism, and that the light is a gathering cohesion of the meteors which Flammarion, the great French astronomer, predicted would shower upon us a short time ago, into a planet all their own, wherein man is to help his neighbor and every neighbor help his man. That its roving nature is to gather material and when the fullness of time arrives, that is when this co-operative planet gets grown, it's going to back up to Mount Whitney and take aboard all those who desire to go into that good world from Kern and surrounding counties.

An effort was made this morning to see Mr. Fox for the purpose of authenticating this report, but he could not be found. His closest friends however declare that the report is true in every detail.

1 Reports come from Delano that the airship was seen there Sunday night. The whole population turned out to gaze at the heavenly visitor and there is abundant assurance that if not a real airship, still something mysterious was seen floating in the air.

On the same night something was seen in the sky at Mojave, which those who saw it are decidedly of the opinion was the airship.

Word comes from Los Angeles that the airship was seen there last night and the hills were covered by people who turned out to gaze at the visitor.

1896 December 1 (Tues eve) Oakland Tribune, p. 1. (card 1)

SAYS HE SAW IT. / Cass Gilson Gives a Graphic Description of the Airship. / HE WATCHED IT MOVING. / It Was About 1500 Feet Above the Level Ground. / SIDE PROPELLERS WORKED. / It Was Cigar Shaped With a Tail Like a Fish's. /

The airship has again been careered through Oakland atmosphere, and has even permitted a favored few to catch a glimpse of its metal sides and patent wings. Those who have seen it refuse to believe that they were misled by their imaginations or have mistaken Mars or Venus for electric light streaming from the fancied head of a mythical airship.

Now a young electrician of this city declares on his word of honor that he has seen the airship at close range, and describes its exact appearance. The young man is Case Gilson, a son of Professor Gilson, ex-superintendent of Schools and principal of the Normal Training School. His testimony is supported by other young men who saw the strange aerial navigator at the same time.

Gilson and his friends saw the airship twice during last Thursday evening, at 8 and 8:30 P.M. The skies were perfectly clear, and a strong northwest wind was blowing. The airship was moving rapidly from the southeast towards the north in the teeth of the wind. No light was visible, merely the weird peculiar body silhouetted against the clear skies. Case Gilson, his small brother and the Petah brothers distinctly saw the strange light, and Gilson describes its appearance very graphically.

"The airship was moving very rapidly from the southeast towards Lorin, and not a light was visible," said Gilson. "It was about 1,000

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or 1,500 feet in the air and looked like a great black cigar with a fish-like tail. If it had side propellers, they were revolving so rapidly that I could not see them. The body was at least 100 feet long and attached to it was a triangular tail, one apex being attached to the main body. The surface of the airship looked as if it were made of aluminum, which exposure to wind and weather had turned dark. I saw all this distinctly, and I am willing to take any oath to the truth of what I say.

"The airship went at a tremendous speed. As it neared Lorin it turned quickly and disappeared in the direction of San Francisco. At half past 8 we saw it again, when it took about the same direction and disappeared.

"I have studied the subject of airships to a certain extent, and I see no reason why one should not be successful. I know that I was not mistaken about the airship and took a kite for the real thing. It was an airship, of that I am convinced."

Gilson has some ideas of his own on the construction of airships, and since seeing the strange objects in the skies has become more enthusiastic than ever.

Percy Drew was another individual favored with a glimpse of the airship. He says it visited Oakland Saturday night. It then carried a red light and moved with its usual quickness. Both young men agree that the ship was of enormous size, measuring at least 100 feet in length. Gilson thinks nitrogen gas is used to lift the machine, and that Fargo & electric batteries supply the propelling power.

Gilson is at present the only person who has openly declared that the machine was visible on a clear night. Its previous appearances have been on cloudy, obscure nights, when persons may have been misled by taking stars for electric lights and clouds for the shadowy form of an airship. Gilson is also an amateur astronomer, and declares that he could not mistake a star or a cloud for an airship. He believes that if the French made a partial success of an airship in 1888 it is not surprising that American enterprise has perfected plans for a machine which is now successfully navigating the atmosphere. Why the machine does not appear in the daylight no one seems to know, and until it does unbelievers will continue to scoff.

HOW ABOUT THIS?

A San Josean Declares That He Travelled on the Ship. / By Associated Press to The Tribune.

SAN JOSE, Dec. 1.--The champion air-ship story of the season is told by John A. Horen, an electrician in the employ of the Electric Improvement Co., of this place. ...
1896 December 2 (Wed) The Call, (San Francisco), p. 14. (card 1)

SAW THE AIRSHIP AT CLOSE RANGE / One of the Most Startling Tales Yet Told of the Mystery. / DESCRIBED IT IN DETAIL / Seen by a Son of a Professor Gilson of the Normal Training School. / STAMFORD BOYS IN THE SWIM. / Treated to a View of What They Believe Was the Light of the Midair Cruiser. /

Mystery deep and impenetrable still enshrouds the mysterious client of ex-Attorney-General Hart and his tantalizing and equally mysterious cruisers of the upper air.

From Oakland comes a tale told by the son of Professor Gilson of the Normal Training School that is the most startling yet contributed on the subject. He claims to have seen the aerial wonder at short range and gives what he earnestly asserts is a detailed description of the flier in full flight.

Other interior points also send reports of aerial moving lights which are supposed to belong to some aerial craft or crafts.

"I have heard nothing from the inventor of the airship for some days," said General Hart yesterday, "and from the reports received by the Call I have no doubt he is experimenting in the dry and high altitudes of the interior, as he told me he intended to do." This was all the more surprising for the mysterious inventor of the equally mysterious aerial craft had to say on the subject yesterday, though he expects to be able to give some additional interesting information in a few days.

SAW THE AIRSHIP. / Graphic Tale Told by a Son of Professor Gilson of the Normal Training School.

OAKLAND, Cal., Dec. 1.--Case Gilson, a young electrician of this city, declares that he has seen the airship at close range and is able to describe it.

Case Gilson is a son of Professor Gilson, ex-Superintendent of Schools and principal of the Normal Training-school. His testimony is supported by other young men who saw the strange aerial navigator at the same time.

"The airship was moving very rapidly from the southeast toward Lorin, and not a light was visible," said Gilson. "It was about 1000 or 1500 feet in the air and looked like a great black cigar with a fish-like tail. If it had slide propellers they were revolving so rapidly that I could not see them. The body was at least a hundred feet long, and attached to it was a triangular tail, one apex being attached to the main body. The surface of the airship looked as if it were made of aluminum, which exposure to wind and weather had turned dark. I saw all this distinctly, and I am willing to take any oath to the truth of what I say.

"The airship went at a tremendous speed. As it neared Lorin it turned quickly and disappeared in the direction of San Francisco. At half-past 8 we saw it again, when it took about the same direction and disappeared. I have studied the subject of airships to a certain extent and I see no reason why one should not be successful. I know that I was not mistaken about the airship and took a kite for the real thing. It was an airship; of that I am convinced."

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strong northwest wind was blowing. The airship was moving rapidly from the southeast toward the north in the teeth of the wind. No light was visible, merely the weird, peculiar body silhouetted against the clear skies. Case Gilson, his brother, and the Petan brothers distinctly saw the strange sight, and Gilson describes its appearance very graphically.

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Percy Drev was another individual favored with a glimpse of the airship. He says it visited Oakland Saturday night. It then carried a red light and moved with its usual quickness. Both youngsters agree that the ship was of enormous size, measuring at least 100 feet in length. / OVER THE OAK CAMPUS. / Skeptical Students See the Alleged Cruiser of the Upper Air.

STANFORD UNIVERSITY, Cal., Dec. 1.--Those mysterious lights supposed to be a part of the airship were visible to several students on the campus here last night about 10:30 o'clock, and their excitement was intense. Most of those who saw the lights sweep across the sky have heretofore been most skeptical about the existence of any such creation as an airship, and it is amusing to note their uncertainty, now that their own eyes have witnessed the peculiar lights.

Among those who saw the inexplicable lights are R.S. Garfield, C.F. Aaron and H.H. Hindry. Ordinarily the announcement by some of the students that they had seen the airship would be received with a wink, or a counter remark on "wheels that needed oiling," a comment on the virtue of temperance; but Hindry, Garfield and Aaron are reputed to be little given to practical joking and absolutely free from any other characteristics that might make their story incredible.

Hindry was rather averse to talking about what he had seen, but as it had somehow reached the ears of all the students, he thought best to give an account of it. In substance he stated that he was looking out of his window when some one called his attention to the peculiar antics of one of the lights in the heavens, resembling a very large star or planet. "I watched the light pointed out and thought it was a planet at first, but when the darn thing began to rise and sink and to shoot rapidly from one side to the other I knew enough about astronomy to know that it was no star or planet. I rubbed my eyes to make sure I really saw what I thought I saw, but when I opened them it was still there and continued its darts about for some minutes, though constantly receding and growing dimmer."

"It was high in the air and apparently many miles off when we saw it, and was going in a northerly direction toward San Francisco. I'll never know whether it was a real airship or a 'fake.' I'm inclined to think it might have been a balloon, but it moved in such a peculiar manner."

R.S. Garfield also saw the light, and fully corroborated Hindry's account of its appearance and motions. "The light was in a part of the heavens where there was no other large star, and it was so noticeable that I watched it, thinking it a planet and wondering which one it could be. Then it commenced to rise and sink, and a little later flew off at a tangent as though struck by a gust of wind. I called up my roommate and let several other fellows know about it, and we watched it until it faded away in the distance. I wouldn't bet that it was an airship, but if it was not it was a most ingenious contrivance and gave a very powerful light."

C.F. Aaron is quite communicative about it, and is sure he saw, if not the airship, at least the same light that has been exciting the public for two weeks past. Neither he nor any of the other spectators claim they could distinguish any form above or about the light with which it might be connected. All are hopeful that it may be visible again soon to all, for they are receiving an undue amount of guying at the hands of their more skeptical friends. / IN MERCED SKY. / The San Joaquin Valley Treated to a Sight of the Aerial Lights.

MERCED, Cal., Dec. 1.--Merced was treated to a visit last night by the airship that has been provoking so much discussion. A bright, red light appeared in the sky to the west of the town about 8:15 o'clock. Observers at first thought that it was a particularly bright star, but as they watched it the light grew larger and brighter and other lights showed themselves on the mysterious visitor. It came in from the west, circled to the north over the town, and seemed to rest in its flight about over the center of the business portion of Merced.

Among the observers of the phenomenon were T.M. Edmunds (the Wells-Fargo agent) and J.B. Olcese (a prominent Merced merchant). Mr. Olcese noticed it as he was on his road home, and called the members of a dramatic club, who were rehearsing in the opera-house, to see the lights. At that time the flying wonder was headed for the north and was rapidly passing out of sight, the watchers keeping it in sight until it had grown to be quite a small speck in the darkness.

Some skeptics scouted the idea of its being an airship, and maintained that it was a large star, but the light was too large and brilliant for that. Others stoutly declared that it was a balloon sent up by some practical joker, but the light was visible too long for such an explanation. What served to attract the greatest amount of attention was the peculiar quality of the light, which did not present the characteristics of the ordinary electric light or of the gas lights that people are accustomed to. Many who were inclined to be skeptical beforehand are now firm believers in the existence of this wonderful and mysterious visitant. /

ABOVE HIGH MEXICA MOUNTAINS. / Two Mysterious Lights Over Robinson's Ferry, Calaveras County.

About the time the airship is said to have taken its flight to the south southern part of the state lights were seen over several localities in the course indicated. According to W.H.H. Hart the inventor desired to test his ship in the higher altitudes. Whether he went as far east as the foothills of the Sierras is a matter of conjecture. However, P.F. Perryman of Calaveras County claims to have seen the lights of the mystery of the sky, for he sends the following letter to The Call:

Robinson's Ferry, Calaveras County, Dec. 30, 1906. Five miners here and myself last night saw the two lights, which we believe were attached to an airship. The one light in advance in the direction in which they were traveling convinced me that it was of an electrical character. It would be steady for a while and then die out. The other light, which seemed to be of a different character containing more orange rays, remained equidistant from the other in its career through the air. Both lights oscillated up and down in passing across our vision in a direction from left to right looking down the river. These lights were a considerable distance off and seemed to be at a considerable elevation. They remained in view but a very few minutes, passing out of sight behind the hills forming the river canyon walls on the right looking down stream. You may use this letter as you please, as it is no fake and I am willing to make affidavit to the facts contained herein. P. F. PERRYMAN.

P. 7. THE AIRSHIP.

Which mysteriously floated over this City and vicinity for some time was seen rising at 10:30 o'clock last evening by a multitude of at least 10,000 people, corner Twelfth and Market streets. It was a sight never to be forgotten.

On the side of the ship in bold letters were the words "Smoke Mill Half Million Club Cigars." The navigator turned its prow toward the Union Iron Works, whence it returned at 9 P.M.

Messrs. Adelsdorfer & Brandenstein were offered a sum for it quite in excess of their expectations by the representative of the Cuban revolutionists. Cubans can appreciate a good article, and the Half Million Club is the mildest and best cigar in this market. To-night the airship will make another ascent from Twelfth and Market streets at 8 o'clock. It is worth seeing.

1896 December 2 (Wed) San Francisco Examiner, p. (card 1)

PIERCING THE VOID, OR ON TO HONOLULU. / A Story in One Chapter Narrating the Marvelous Adventures of John Horen. / Being a Faithful Account of a Trip by Night Amongst the Clouds and Over the Sea. / TO WHICH IS ADDED A SEQUEL. / The Last Making It Clear That It Remains Easier to Talk Than to Fly, Even in California. /

SAN JOSE, December 1.--"There is nothing gives a man such spirits," wrote Byron in "Don Juan," "leavening his blood as cayenne doth a snake's curry, as going at full speed." There must be something in it, after all, for even now, three days subsequent to his return, Mr. J.A. Horen sparkles with such life as even his most intimate friends know not that he could manifest.

His return from Honolulu, that is to say. As the bird flies, the Hawaiian capital is more than 2,000 miles from San Francisco, and as Mr. Horen is a busy man and couldn't afford to while away such of his time voyaging to and from the Summerland of the far Pacific, he got aboard one of the five hundred and eighty-seven airships floating hither and thither out here in the West, made the round trip in twenty-four hours and is feeling very nicely, thank you.

Mr. Horen is chief electrician of the San Jose Electric Improvement Company, and is well known as an expert in his line. If it be wondered how he came to be the guest of the inventor of the airship in which he flew away as on the wings of a dove--for as such guest he travelled--let it be known that he is an inventor on his own account. It is all very clear, as he explains it. A sparking apparatus patented by him was purchased by the airship man for use on a gas engine. The contrivance declined to work properly, so the San Francisco firm that had sold it sent a messenger to Horen telling him "a mining man" who had bought a gas engine had experienced trouble with the sparking attachment and offering him \$50 to go and "fix the thing."

Last Friday, according to Horen, he journeyed to San Francisco, where he met the "mining man," who proved to be forty or forty-five years of age and of heavy build. He didn't look a bit like the inventor General Hart has introduced, nor did he move about in an atmosphere of somberness and pain that brought up thoughts of Cuba. On the contrary, he was talkative and jovial and argued strongly in favor of peaceful settlement of international disputes.

Nevertheless, there were two points in common between him and General Hart's unknown--both had dark eyes and both declined positively to give either name or address.

The stranger took Mr. Horen to a train and they slow-coached it for about fifty miles northeast of the metropolis. Then they traveled on horseback to a lonely spot.

Where the sacred owl, on pinions gray, / Breaks from the rustling boughs.

The destination was reached about nightfall. Greatly to his surprise the electrician from San Jose found himself in front of a structure which he afterwards found to be 163 feet in length, 52 feet wide and 23 feet high. It was shaped somewhat like one of Mr. Vining's best Market-street cars, but its arching sides, which came together at the prow like the bow of a ship, glistened in the semi-darkness and proved to be made of aluminum. Near the bottom was a row of curtained windows like the windows of a car, and a door with four folding steps. At either end was a propeller, sixteen or twenty feet in diameter, and

in front was a "telescopic apron," whatever that may be, "which could be adjusted to raise or lower the great ~~xxx~~ structure in its course."

"This," said the "mining man," as he struck a match, "this, sir, is my airship."
"The vessel," Mr. Horen explains, "is steered to right or left by the propellers. On top of the vessel is a bridge, running fore and aft, but I didn't learn what it is used for. Within, the cabin is ten feet high. The windows seemed made of mica. On each side of the cabin are fifteen double seats. Forty tons is the carrying capacity of the ship. The propeller shafts run directly through the vessel, the motive power being supplied by machinery concealed within a box. This box is about 1/2 feet high, 5 or six feet long and about 5 feet wide. I couldn't say what was in the box, but the motive power seemed to be some sort of gas."

About 1:15 o'clock, Mr. Horen having worked awhile on the sparking apparatus, and the darkness having grown intense, the inventor called out something which might have been: "What, bo! let the portcullis fall!" and away they flew.

Within half an hour San Francisco had been left behind. At the bow stood the inventor, his hand upon a rudder. Near him were three gauges. One indicated 1,000, another 360 and the third 150. Whether motor pressure or revolutions were thus indicated Mr. Horen could not make out. This may have been due to the dimness of the light, for the cabin was only faintly illuminated. And, by the by, it is a fact somewhat discouraging to those who have repeatedly seen the ship skimming about all brilliant in the heavens that the craft displays no light that could possibly be seen from the earth when she gets above the housetops.

Mr. Horen states that the ship sped on and on over the sea, and as he was dozing in an early morning nap the inventor shook him by the collar and asked:

"Do you see those lights down there?"
"I do," replied the electrician.
"Well, then," said the inventor, "know that we are immediately above the city of Honolulu."

"Lord!" exclaimed the man from San Jose. "How I do like airships!" They circled about the Hawaiian group until they felt sufficiently refreshed by the balmy climate and then made for California, arriving at their starting point at dusk of Saturday.

Which was doing pretty well for an airship that was only a beginner.

Mr. Horen was told by the sky captain that he guessed he wouldn't make any trips for three or four days, because the bearings of the stern propeller had heated and new boxing would have to be put in.

But by Sunday, the captain thought, everything would be in trim for a neat little pleasure jaunt, and Mr. Horen was invited to day a day off and run over to New York. He says he accepted the offer, inasmuch as he could take a turn on Broadway and get back in time to look after his usual Tuesday engagements.

To-day the electrician is having his share of work explaining. He does it with the utmost gravity and says he is willing to make affidavit to all he has said concerning the experience.

San Jose is puzzled. /
MRS. HOREN EXPLAINS. / And the Gas Escapes From Another Airship.

John A. Horen, the San Jose electrician, who has given certain good people the hope that yet a little while and they could lunch, run up four steps, shut a door, pull a lever, fly over to a soiree at Blenheim Castle and be back for breakfast, has his home at 249 Stevenson street, in this city.

His wife, on being told last night of his wonderful tale, laughingly explained that Mr. Horen is a star practical joker and was having some sport at some one's expense.

She added that at the time the gentleman says he was hovering over Honolulu he was doing some of the soundest sleeping of his life, and not in an airship, but in his bedroom, Stevenson street, San Francisco. He came to this city on Friday, remained at his home until Monday and then returned to San Jose.

This seems to leave General Hart's unknown in his accustomed position of vantage.

Illus.: THE AIRSHIP IN WHICH JOHN HOREN VOYAGED. / From a pencil sketch by the San Jose electrician who made the round-trip run from San Jose to Hawaii without leaving Stevenson street.

1896 December 3 (Th) The Call (San Francisco), pp.1,9 (ard 1)

THE AIRSHIP DESCRIBED BY FISHERMEN / Say That It Landed on the Beach Near Pacific Grove. / SEEN AT SHORT RANGE. / The Men Assert That They Conversed With the Three Aeronauts. / ABOUT SIXTY FEET IN LENGTH / The "Call" Correspondents Will Visit the Place To-Day for Corroborative Evidence. /

According to the testimony of two fishermen of Pacific Grove, Monterey County, an airship landed on the beach yesterday about fifteen miles north of that place and they held a conversation with and dined with the aeronauts. The fishermen described the airship, which they say they viewed from a distance of fifty yards and asserted that it is about sixty feet long and made of metal.

The Call correspondent, who interviewed the fishermen states that they have the reputation of being truthful and responsible toilers of the sea. However he will today visit the place where the airship is said to have landed. If the fishermen's story be true the aeronauts will surely have left behind some evidence of their visit.

W.H.R. Hart, the attorney for the inventor, stated yesterday that he had not heard of his client recently, but he believes that he is still navigating the sky somewhere over the southern part of the State.

A letter received by The Call from five residents of Watertown gives the information that they saw an airship pass over their locality on the 29th ult. bound apparently to the north. / NEAR PACIFIC GROVE. / Two Fishermen Say They Saw the Airship on the Ocean Beach.

PACIFIC GROVE, Cal., Dec. 2.--That the problem of navigating the air has at last been successfully solved there no longer remains a doubt.

At an early hour this morning, some fifteen miles from this city, two Italian fishermen, Giuseppe Valinziano and Luigi Valdivia, while engaged in their vocation, were completely terrorized by seeing an object descending from the heavens, which to their terror-stricken imaginations seemed to be falling directly upon their boat. When the object had fallen within some few hundred yards of the water it floated easily and at a moderate speed until it landed on the sandy beach. The airship, for such it proved to be, seemed to be under the perfect control of its occupants, three in number.

Immediately on landing they alighted and picking up their ship, carried it back from the beach and into the woods. As soon as the two fishermen had recovered from their astonishment they drew in their nets and attempted to make a landing, and after several unsuccessful attempts to get through the surf, which was very rough, a landing was made.

During this time the persons who had so strangely appeared upon the scene were watching the action of the fisherman, and upon the first signs of a successful landing one of the party advanced to meet them and warned them away from the exact spot where the ship was concealed. But Valinziano, who is a man of considerable intelligence, was not to be got rid of so easily, and engaged the aeronaut in conversation with the intention of learning as much as possible concerning the strange visitor. At first the man who had met them at the water's edge refused to answer any questions or allow the two fishermen to proceed further toward the spot where the ship was located, threatening to use force if necessary to prevent their doing so, but finally seeing that Valinziano and his companion were determined not to leave without obtaining at least a glimpse of the aerial traveler milder counsels prevailed.

Telling them to remain where they were until he could consult with his companions the aeronaut left and disappeared in the woods, remaining away some fifteen minutes, and on his reappearance beckoned Valinziano and his companion to advance.

Upon their arrival at the edge of the woods they were met by the entire party. One who appeared to be the leader courteously bade them "Good morning" and said: "I suppose your curiosity has been aroused by our rather unusual mode of traveling. I am not yet ready to make my discovery known to the public, but hope to be able to do so as soon as some slight changes are made in its construction. Until such time I must refuse to allow any one to make a close inspection. You are welcome to get such a view of the ship as you can from a distance, but any attempt at closer inspection will meet with forcible resistance."

The man who had done nearly all the talking for the party was addressed by his companions simply as "captain." He declined to give any information as to where the ship was constructed or where he intended going, saying it was simply an experimental trip.

While this conversation was being p.9/ carried on his two companions were busily engaged in working about the ship, which the captain admitted was in need of repairs before they could continue on their journey.

The party of aeronauts were well supplied with provisions, and a soon after landing began preparations for a meal and cordially invited the two fishermen to join them, which invitation was accepted.

Shortly afterward Valinziano and his companions began making preparations to return to their city, but were urged by the captain to remain, that repairs would soon be made and they could see the airship launched. The captain was very urgent in his request for them to remain, and finally prevailed upon them to do so, but later in the afternoon he informed them that it would be impossible to complete the repairs in time to make an ascension that night.

Valinziano now thinks the purpose of the aeronauts was to detain him until it would be impossible for him to reach the city in time to give publicity to his discovery before the airship had resumed its flight. One of the party, an elderly man and slightly deaf, who seemed to be the machinist of the ship's crew, was addressed by his companions as Stevart.

Valinziano is able to give but a slight description of the ship, as he was not allowed to approach closer than fifty feet, but says it appeared to be easily sixty feet in length and cigar-shaped, with a steering apparatus, the latter being the part on which repairs were being made.

The ship was constructed of some light-colored material, and from the vague description of the machinery, most of which is concealed, the motive power is thought to be electricity.

Large wings, of which there are a great many, were closely folded against the side of the ship. The two fishermen got started on their homeward trip about 4 P.M., and, having contrary tides to contend with, did not reach this city until 10 P.M.

At first his fellow-fishermen were inclined to make light of his story, and thought him a victim of hallucination, but Valinziano is anything but visionary, and is well known as a most reliable and intelligent man, and there is no doubt but that he is stating facts.

The Call correspondent has arranged to leave here at daylight in a company with Valinziano as guide, and visit the spot where the aeronauts made their camp. While it is probable they have long since taken flight, they must have left some indications of their visit. /

ANGELELOS CONVERTED. / They Give Interesting Testimony Regarding the Mystery of the Day.

LOS ANGELES, Cal., Dec. 1.—The evidence that an aerial navigator is abroad in this part of the State is accumulating from many quarters from scores of individuals of unquestioned veracity.

All manner of more or less sensational reports were current upon the streets here last evening. One was that the ship had collapsed and fallen upon the Nadeau Hotel. Another was that it had swept over the Wilson black, opposite the Nadeau, and had suddenly risen to a great height.

Colonel Chase of the Nadeau denied having corralled the visitor for private uses, but had seen the lights overhead, along with half a dozen guests. Judge W.A. Ryan got a peep at the visitor on his way from dinner, and as a result his incredulity regarding aerial machines has been entirely removed.

Managing Editor Creighton of the Herald and several members of his staff saw the interesting machine. Mr. Creighton does not undertake to say ~~xxxxxx~~ that what he saw was an airship and neither does he dispute that apparent fact.

Conductor Johnson of the university line saw strange lights overhead and called the attention of his passengers to them while his car was at Second street, on Spring. Necks were craned and a great crowd soon gathered about the car and enjoyed the sight for several minutes. The editorial force of the Morning Times saw the lights and were greatly interested in the spectacle.

THEY SAW AN AIRSHIP. / Five Men Near Tulare Lake Witnessed Its Remarkable Flight.

According to the written statement of five men of Watertown, Fresno County, the airship passed over that part of the State in its flight to the northward. General Hart of this city, the attorney for the inventor, a week or so ago stated that the aeronaut proposed to take his airship into the higher and lighter atmosphere of the southern part of the State.

Since then hundreds of people in Los Angeles and along the route have seen lights that convinced them that they had seen the illuminated evidence of a ship of the sky.

From the later accounts the vessel must have started upon its return trip about the last day of November, as shown by the following letter sent from Watertown: / Watertown, Fresno County, Calif. / Nov. 29, 1896.

Editor Morning Call, San Francisco, Cal.—DEAR SIR: An airship of great magnitude passed over our town this evening at 8:45.

The light first appeared about ten miles south of here in the vicinity of Tulare Lake, and passed directly over the postoffice building, which is located near the southwest corner of section 11-19-19, M.D.M., and disappeared to the northward, in the direction of Mendota. The elevation at this point seemed to be about 400 feet, although at times it ~~xxxxxx~~ approached much nearer the earth. The light was intensely brilliant as it approached. After passing, the form of the ship and the propelling apparatus was plainly discernible against the clear sky. Human forms could be distinctly seen, but no intelligible utterance could be heard.

We would not hazard an opinion as to the rate of speed, but would say not less than fifteen miles an hour.

The undersigned are prepared to make oath to the above statement: Robert McQuarrie, Postmaster, / C.B. Hurlbut, Secretary West Side Canal and Land Company, / G.H. Brooman, artisan well-borer, Watertown, Fresno County, / H. Jerome Spaulding, caterer, / R. Preston Hurlbut, civil engineer.

[Fac-simile of letter received from Watertown, p. 9] / Viewed by Daylight.

SACRAMENTO, Cal., Dec. 1.—Since the publication of the airship items from various portions of the State in The Call it has leaked out that some of the most responsible people in this city saw a strange object in the clouds on the afternoon preceding the first public sight of the mysterious searchlight in this city.

They claim that this object was at such an enormous height that they were unable to plainly distinguish its form, but also say that when it turned they caught the glint or shine as of a metallic object, and that frequently sheets of paper would slowly flutter earthward as though the occupants were casting them out for the purpose of ascertaining whether their vehicle was approaching or receding from the earth.

1896 December 3 (Th) San Francisco Examiner, p. 9.

Too Much Airship. / An Oregon Man's Mind Is Deranged by the Stories and He Is Sent to an Asylum.

PORTLAND, (Or.), Dec. 2.—From brooding over the sensational stories of the appearance of an alleged California airship and his failure to perfect an invention of what he claimed was an aerial vessel, Henry W. Herne, an eccentric individual living west of this city, has been committed to an insane asylum. Herne a few days ago became violently excited over the airship stories and declared one of his ideas was stolen in its makeup. The old man refused to eat and secluded himself from his neighbors till the attention of the authorities was called to him.

Nov. 26 p.6—There is only one paper in the U.S. that can't see a joke in the airship story.

That ship is suspected of being on an expedition in quest of a castle in the air.

28,6—Hardly had news of the arap's hostile intentions toward Havana been cabled there, than info was wired back that the guards of the city had been doubled.

Harpers Nov or Dec '96—"The Martian" by du Maurier.

Dec. 1 p.6—From the Papers of the Coast: Speaking of araps, "they've got 'em" in about every town of size, except Napa. This is a temperance town.—Napa "Register."

Fri. Dec. 4 p.6—Viewed in relation to the airship, with which it is intimately associated, there seems to be some doubt as to whether insanity is cause or effect.

26, 6—One esteemed contemporary, the "Call," would be fully justified in detailing a member of its justly celebrated staff to build an airship right away.

Tues Dec. 22, p. 16—Came in an Airship. Santa Claus ~~xxxxxx~~ Discarded His Reindeer Team and Took to a Flying Mach. to Visit Male Bros. (Santa comes in model arap w flapping wings, in window, w model of SF below and dolls looking up).

26, 2—Mirages in Alaska—monstrous serpents apparently several 100' long & sometimes w riders on their backs, are sometimes seen.

29,6—small illus. of Astron in '97—man looking through telescope at the moon, sky also full of araps.

1896 December 3 (Th) Anaheim Weekly Gazette, p. 1.

THAT AIRSHIP. / ANWFUL EFFECT OF THANKSGIVING TURKEY UPON AN INSANE EDITOR. / From the Santa Ana Blade.

The identical airship that waved its icy hand at Sacramento and gave the marble heart to Placerville and which set all San Francisco arap as it soared over the Twin Peaks of the metropolis, passed us by last night.

Speeding through the heavens at a breakneck pace and with a fearful disregard for any of the fixed planets which might be in its way, this great unknown thing with eyes of fire and tongue of flame was seen high in the air twixt the hours of 11 and 12 Thursday eve.

Its flight was marked by a trail of twinkling lights. And so low did it fly that the hum of its hundreds of wheels could be distinctly heard as it rolled and bowed along in a trackless sea of virgin ether.

Many there be who saw the lights of this nocturnal and aerial rover. Beatrice Harriden's famous ship was nowhere in point of comparison created. The testimony of the more credulous eye witnesses can be secured to the end that they heard singing and instrumental music aboard the queer traveler which chose no uncommon path and such as scarcely hours for its trip from north to south.

All unannounced it came straight out of the banks of space above Anaheim as the last minutes of a happy Thanksgiving were being ticked away. Only late travelers abroad, while the city lay sleeping, saw the strange visitor. From the north it came sailing along, rising and falling in an unsteady but rapid course to the southland.

It was full ten minutes after it dove in sight before the last rays of its electric brilliancy faded away in the southern skies.

When directly overhead the shape of the ship was easily discernible. It resembled a huge Silkwood cigar. From either end extended propellers and from the sides light paddle wheels. As from time to time the rays of powerful electric lights from within played upon the outside of the flying affair it was evident the sides were either aluminum or steel, they glistened so.

1896 December 3 (Th) Merced (Calif) Star, p. 3.

THE AIRSHIP. /

The manipulator of the much-discussed airship, whoever he may be, has at last taken in Merced in the course of his nocturnal flights, and there are many firm believers in the existence of the wonder, who were skeptical previous to Monday night.

About 8:30 Monday night a very bright red light was seen approaching Merced from the west. The light rapidly grew larger and brighter, until coming nearly over the town the visitor veered around describing a large circle in the air and as rapidly disappeared, going almost directly north. During the time it was making the circle observers noted three large lights, which merged into one as it started off on the northward course.

Speculation was rife as to the nature of the strange visitor. Some skeptics could not be convinced and insisted that some practical joker had sent up a balloon with a light attached to it, nor would they change their belief when enthusiastic watchers pointed out that whatever it was, it was going at a high rate of speed directly against the wind. The majority of those who saw the wonder are firmly convinced that the airship is now a settled fact and that Merced's aerial visitor was the invention that has been so much discussed of late.

1896 December 3 (Th) Salinas (Calif.) Index, p. 1.

That Air Ship Again.

A large, spherical body with scintillating lights, high up in the sky and majestically sailing over these benighted regions where Monterey and Pacific Grove are supposed to be, was observed by a dozen people on the streets of Salinas about 7 o'clock last night. The word was quickly passed along the street and soon there were many dozens of men anxious to catch a glimpse of the aerial vessel. A gentleman talking through the telephone to Pacific Grove was told to wait as the operator in that town wanted to see the airship. The vision lasted about fifteen minutes and then disappeared. There is no question about its being an airship because there are any number of credible witnesses ready to swear they saw it.

p. 2: Koren. That airship business was a godsend to the great San Francisco dailies, as it filled in a gap between election and the holidays.

Nov. 19, p. 1: Pacific Coast News. / A machine is being constructed at Hoboken, N.J., in which the inventor proposes to fly overland to California in 48 hours. Hunters should make a note of it and not shoot it.

Nov. 26, 3d: Local Brevities. / Mysterious rumors have been floating around for a day or two past in regard to the launching (sailing ~~xxxxxx~~ rather) of a mythical airship. Its appearance is expected to be unex-

pected and sensational. So far as the Index could learn the embarkation is to take place across the river in the Toro, and the proposed course of navigation will bring it to the Court house in this city.

3f: Sacramento people have been somewhat worked up by the appearance of a strong high electric light passing over the city at a considerable elevation. It is said to be a successful trial of an arc lamp.

4a: A mysterious flying machine has been sailing over Sacramento, Oakland and other places. Its bright lights are always seen at night and the big daily papers are full of it. Bro. Bradford of the Owl sighted it as it passed over Salinas Saturday evening.

1896 December 3 (Th) Reno Evening Gazette, p. 1.

The Airship. / It Was Seen Floating About Southwest of Town Last Night. Reno has been favored with a visit of the much-talked-of San Francisco airship, unless some of the reputed citizens have wheels in their heads.

A strange light was visible floating about in the western heavens last evening about 7 o'clock, and was seen by several gentlemen of unquestioned integrity.

Prof. H.E. Wilson, Professor of Chemistry, at the University Experiment Station, saw a strange light over the Mackey and Fair mountain southwest of town, and to use Prof. Wilson's own language: "A light as large as an electric arc lamp light, I saw over the Mackey and Fair mountain last night about 7 o'clock; it seemed to be moving toward town and shortly disappeared over the mountain."

"I would not like to say," said Prof. Wilson, "that it was an airship, but it was something very phenomenal. My wife saw it at the same time I did."

Harry Martin of the Reno Mercantile Co., and Manager Brown of the Western Union saw the same strange light. They are all reputable citizens and could not be mistaken.

The circumstance reminds one of a little story. Several years ago in Carson, a gentleman given to imbibing freely from the cup that makes merry, saw an ordinary mud turtle one night in a saloon in that city. His eyes (the man's, not the turtle's) began to bulge out, as he asked the proprietor, "What's that?" When told it was a turtle he said—"Sure! Well, I'm devilish glad it's a turtle, for I thought I had the jim-jams."

The story, however, is in no way applicable to this case.

1896 December 4 (Fri.) The Call (San Francisco), p. 1. (card 1)

PLUNGED FROM A DIZZY HEIGHT. / An Airship Lying Helpless on the Twin Peaks. / IT LANDED SUDDENLY IN A DITCH. / Two Men Came to Grief in a Forty-Foot Mystery. / IT IS RUN BY GAS AND ELECTRICITY. / Speculation as to Where It Came From--The Owners Very Reticent. /

An airship built of galvanized sheet steel, forty feet long, caused much excitement among the people on the Mission hills last evening. They saw it sail over the Twin Peaks and then getting out of order in some way it made a wild plunge into a gulch 200 yards south of the Corbett road, near what is known as Stanford Heights.

Its two occupants were turned out of the cockpit in which they sat and stood and landed badly bruised in the bottom of the gulch.

When seen late at night by two Call reporters the huge metal affair presented a pitiable appearance.

The propeller was twisted and bent; one elevating fan was ripped off and lay on the ground, while the other was badly twisted from the force of the shock.

A large hole in its side permitted the escape of a sickish smoky smelling gas. The steering apparatus, rudder as it was called, which had been on the bow was also broken off.

As stated, the machine was about forty feet long and was of cylindrical shape, with both ends cone-shaped.

Near by stood one of the bold, but unlucky aeronauts, J.D. deGear of 538 Fulton street.

He looked woefully at the wreck, and thanked his lucky stars that he was still alive. The other man, the inventor, had disappeared as soon as he found that no bones were broken.

Dr. Gear positively refused to reveal the name of the inventor.

Dr. Gear upon being pressed told in substance the following story of the airship and the accident:

"I am a tin-roofer and metal-worker, and the inventor who has the money is a well-educated man. Some time ago we decided to build an airship, and we built this one in the Mission. We put it together up the hill back of here in a clump of trees.

"This was our first attempt to make a flight. The hydrogen gas used is made from muriatic acid, and the fans and propellers are operated by electricity.

"This evening the inventor and I started out from the hill up yonder to see how it would work, but after we got started we failed to rise over ten feet from the ground, as the metal of the fans was too thin for the work they had to do.

"In a short time we saw we had trouble ahead, for we lost control of it and away we went.

"I can't describe the sensation better than to say it was a feeling similar to that one has when he had a nightmare and dreams that he is falling.

"You see we started high up the hill so our downward flight was very long, or so it seemed to us. But we were in for it and did not have very long to wait.

"When we struck we struck hard in the soft ground, and the force of our flight carried us over and into the gulch, where we were thrown to the bottom of the ditch.

"No, I will not tell who the inventor is nor where it was built. We are not discouraged, for we know we can fly when this is perfected. It needs strengthening."

"Is this one of the ships seen over the City with electric lights etc.?" was asked.

"No, it is not. We don't know any of the people connected with airships the papers have mentioned.

"This is a private enterprise. D--- the luck," and he scraped a chunk of mud off his coat.

The first news of the unfortunate airship was obtained from Edile H. Lapison, who has a milk ranch about 200 yards from where the airship lies. In his words he said:

"I was about to go to bed when I heard a h--- of a noise down the pasture. It sounded like a collision of trains loaded with coal-oil cans.

"A second later I heard two voices down the gulch crying 'Help, help!' I went down there with the lantern and found this affair."

Mr. Laplace says that the ship could not have been built near this place for there are no trees there to conceal it and he knew every inch of the country thereabouts.

He is sure that the airship came from a distance, but how far he is unable to say.

He says that as soon as the inventor learned that he was about to telephone to town from the Alms house, he skipped out for the city, but not before the two had stripped the wrecked vessel of all the electric apparatus appliances and storage batteries, so as to prevent curious outsiders from getting an idea of the theory and principles they are working on.

The machine ~~measures~~, in a manner, to the usual cigar shape. It is about forty feet in length and is built of galvanized sheet steel.

The main body or hull of the contrivance is cylindrical in shape, ten feet in diameter and twenty feet in length.

Attached with rivets and thoroughly soldered to the body are two metal cones each ten feet in length.

Two eight-bladed fans, each a few inches over six feet in diameter, are located on top of the body, and are evidently capable of tremendous speed.

The vessel is fitted with a huge propeller, also eight-bladed, which is furnished with power from a steel shaft running to the center of the hull.

A similar shaft runs forward and protrudes through the end of the front cone, and to this shaft the rudder or steering apparatus is attached.

In the center of the ship lies the secret which its builder refuses to thoroughly explain--the vessel's motive power.

He acknowledges the power to be an intricate electrical apparatus, run by storage batteries and connected by means of a worm and cog to the driving gear.

He also says that the storage batteries are capable of carrying sufficient electricity to run incandescent lights, one of which, the aeronaut said, is always brightly burning when the aerial machine is in motion.

Buoyancy is produced by gas generated within the hull by means of muriatic acid and other chemicals.

The gas has a nauseating odor and fumes which leave a sweet taste on the lips and produce ~~an~~ drowsiness.

It does not seem to be a common gas. What its capacity as a lifting gas is, however, another proposition.

It must be unusually great as the airship, built of sheet steel, carrying fans, a propeller, electrical apparatus and two men, weighs many hundreds of pounds.

The gas produces sufficient buoyancy to almost lift the ship and its load from the ground.

After being filled with gas the top fans are revolved at great speed, and after the machine is lifted a few feet above the earth the propeller is set going and, the navigators say, the machine sails away.

The machine sailed quite a distance, according to its builder's testimony, before it woke the neighborhood with the thunderous rattle of its impromptu landing.

It was stripped of all its electrical apparatus and the inventor, who risked his life in order to perfect the machine, skipped away in the dark and hid away his treasured secrets. /

A STRANGE VISITOR. / Excitement Caused by the Landing of a Tin Ship Near the Alms house.

Captain Reddy, superintendent of the Alms house, reported last night that a man called at his office about 2:30 o'clock yesterday afternoon and asked for the telephone number of the Chutes. The number was given and he called up Mr. Riley.

In the conversation he said to Riley: "We will make a break or make a start to-night." The man who used the telephone gave his name, but Captain Reddy does not remember it.

Last night a boy came to the Alms house very much excited, saying that the airship had fallen in a gulch between Sunnyside and the Alms house.

In an interview Captain Reddy last night gave this narrative:

"Dr. Conlin and I started for the place where the ship was reported to be. We found the machine about a mile from the Alms house. It was between thirty and forty feet long and weighed, I should think, 250 pounds.

"It was made of common tin, and to it was attached propeller blades made of the same material. The man in charge of the ship said he had started from the hill above. I examined the machine, and it looked too heavy and clumsy to fly.

"There was no storage battery visible. The ~~man~~ man said he had a partner who had taken the machinery out. He said the lifting power was gas, but I saw no compartment or place where sufficient gas could be stored to lift the ship. I did not see the ship in the air, although the boy who gave us the news said he saw it come down."

"I examined the contrivance closely," continued Captain Reddy, "and observed that it had been freshly painted, but the paint was worn off, indicating that it had been dragged over the ground some distance. The propeller was very flimsy, and seemed as if it could not impart any force in revolving. The tin of the body of the ship was dented in places.

"From the story told about the partner who had removed the machinery, and from the flimsy appearance of the machine, I came to the conclusion that the whole thing was a fake, and that the airship had been dragged to that place."

1896 December 4 (Fri), San Francisco Chronicle, p. 5.

AN AIRSHIP WHICH RODE IN A WAGON. / WAS PLANTED IN A GULCH. / THE LATEST FAKE TO DECEIVE THE CREDULOUS. / Build of Galvanized Iron and Conveyed to a Secluded Spot. /

The Call's airship was found early this morning. The "sdraph of the air" spread its wings like a "giant condor of the Andes" and slid down the hill in the vicinity of the Sunnyside House on the Corbett road and with a peculiar whirring sound scraped all the paint off its underside.

It landed ignominiously, like its great prototype invented by Darius Green, for lucklessly the spot chosen for its resting-place was a cow pasture.

Sunnyside House on the Corbett road fronts a milk ranch and the herders heard a noise shortly before midnight that they describe as like an earthquake. Rushing forth they heard cries proceeding from an ill-favored gulch where the cows ruminated at night time. Going to the spot they found a strange looking craft of metal, modeled, no doubt, after a seagull with wings and propellers.

They did not examine the machine closely, for the writhing forms of two men appealed to their humanity. The writhing forms were soon out of their misery and recovered sufficiently to explain that they were the inventors and builders of an airship in which they had been sailing about when the machinery got out of order and they fell to earth. In proof they pointed to the immense cigar-shaped metallic tube, with its propellers and wings. Messengers were hurried to the Almshouse for medical assistance and word was conveyed to the press.

When the Almshouse physicians and the reporters arrived it took but a moment to puncture the "fake." Captain Reddy recognized in Professor J. D. de Gear, the inventor, a man who had, through the Almshouse telephone, called up a prominent local amusement director during the afternoon whom he assured that everything was all right and that "she would go tonight, sure."

The reporters found that the airship was constructed of galvanized iron; that the paint was not yet dry upon it, and that the propeller blades would bend at a touch, and the thing was left to rest where it had fallen.

The inventor vainly endeavored to convince them that it had once sailed the skies, but under close questioning admitted that it had been hauled to the crest of the hill on a wagon, dumped over and dragged down into the gulch where it was found.

1896 December 4 (Fri) San Francisco Examiner, p. (card 1)

THAT AIRSHIP, IT WON'T STAY PUT. / Cornered in a Forest Near the Sad Sea's Shore, but Gets Away. / Even the Hardy Fishermen of Monterey Who Saw the Thing at Bay Evasish. / ESCAPES LIKEWISE FROM STANFORD. / Academic Groves No More Congenial to this Wanderer of the Void Than Pacific Grove or Orville.

PACIFIC GROVE, December 3.--You remember, reader, that sonorous line of Henry V: "All things are ready, if our minds be so."

Apparently the San Francisco daily yclept the "Call" has this point of view as to the airship, that phantom of the night. The airship is ready, heaven be praised, if only the human intellect can bolstered be to think so. Venus, Mars or which you will of the "isles of light"--indeed, any old thing, will answer the purpose, provided it be viewed from a friendly standpoint, as witness the stories--fast growing beyond numbers, no two agreeing--for which that journal stanchly vouches.

Somewhere, surely, amidst this multitude of floating things the airship ought to be, on every principle of the philosophy of chance. 'Tis hard if all is false that I advance.

A fool must now and then be right by chance. Howbeit, the report that it has been at anchor on the beach of Monterey will have to be courteously and reluctantly but none the less stoutly denied.

This report, published in the "Call" this morning, begins in this way:

That the problem of navigating the air has at last been successfully solved there no longer remains a doubt. At an early hour this morning, some fifteen miles from Pacific Grove, two Italian fishermen, Giuseppe Valinziano and Luigi Valdivia, while engaged in their vocation, were completely terrorized by seeing an object descending from the heavens, which to their terror-stricken imaginations seemed to be falling directly upon their boat. When the object had fallen within some few hundred yards of the water it floated easily and at a moderate speed until it landed on the sandy beach. The airship, for such it proved to be, seemed to be under the perfect control of its occupants, three in number. Immediately on landing they alighted, and, picking up their ship, carried it back from the beach and into the woods. As soon as the two fishermen had recovered from their astonishment they drew in their nets and attempted to make a landing, and after several unsuccessful attempts to get through the surf, which was very rough, a landing was made.

A close search of the peninsula fails to reveal this convenient

forest, and the most faithful questioning of all the fishermen who go down to the sea thereabouts has not yielded the faintest tidings of the men with the musical names--Giuseppe Valinziano and Luigi Valdivia. Nor at Monterey could be heard or seen of them, or of any who have ever set eyes on them or ever expected so to do.

Nevertheless, inquiry was not altogether fruitless. It yielded this plain tale: The conductor of the train running from San Francisco to Pacific Grove said: "At 2:30, just as we were about to push out of the Third and Townsend depot, a man hurried up to me and asked if I would kindly deliver a letter to the Pacific Grove telegraph operator and ask him to wire it to the 'Call' office after 7:30 o'clock. I did as I was told, and that's all I know about it." The telegraph operator here declares that the telegram which was spread on the "Call's" first page this morning in all the glory of leaded type, was forwarded by request of a man who handed him an envelope and said: "Wire this to the 'Call.'" A. W. Jones Jr., the "Call's" correspondent here, denies that he was the author or sender of the message. And there you are.

The dispatch is so absurd that the people are disgusted. They think we are a set of idiots down here to thrust such nonsense in our teeth," said a member of the Town Board. "The story is a mass of the silliest lies and an imposition on common sense. The sooner such bosh is called off the better."

For all that it may be well to keep in mind this editorial declaration of the "Call":

The "Call" correspondent, who interviewed the fishermen, states that they have the reputation of being truthful and responsible tellers of the sea.

AND NOW STANFORD.

Now a Sensation Declined to Be Spoiled by Facts. STANFORD UNIVERSITY, December 3.--It may be just as well to explain that the "Call" story, published yesterday, to the effect that the airship had at last been seen here, is untrue.

The story was to the effect that three university students saw a light Monday night about 10:30 o'clock which they were inclined to think was the light of an airship. The students were represented as being very much excited over the sight and very much puzzled as to the true nature of it, and as having changed from a state of skepticism regarding the existence of an airship to one of perplexity and credulity.

The facts of the case are that the three students in question saw a light, but knew from the first that it could not be attached to an airship, because its motion was such as to prove conclusively that its support was a kite or balloon driven about by the wind. For the sake of a joke the three students claimed to have seen General Hart's aerial visitor or one of the swarms of them that fills the air every night according to the testimony of eye-witnesses whose veracity cannot be impeached. Their story soon spread about the men's dormitory and occasioned some talk, but very few were blind to the fact that the boys were "joshing." Indeed, quite a number of other students saw the "mysterious" light at the same time and knew that the three had no idea that there was anything wonderful about it. Then a little later in the morning, when the students began to arrive from Palo Alto, it was learned that the light was that of a fire balloon sent up by Douglas Bartholomew, the proprietor of the Pala Restaurant. The "Call" correspondent was informed of the solution of the matter, but his story was already written, and it was better to add the weight of the testimony of University students to the support of a fantastic sensation than to spoil a good yarn, so along it went to the "Call" and led another trustful "scoop."

The students are agreed, however, with the "Call's" opening statement:

Mystery deep and impenetrable still enshrouds the mysterious client of ex-Attorney-General Hart and his tantalizing and equally mysterious cruisers of the upper air.

Certainly nothing has been observed here that tends to strip away any of this raven mystery.

This all, of course, taking the "Call's" word for it, that there is a mystery.

An Airship at Twin Peaks.

One airship has been captured at last, but it wasn't the Shortridge Thunderbird. It was just a big cigar-shaped galvanized tank, with lots of wheels and a bright, wax-walrd light.

Emil Laplace, the florist, who lives on Stanford Heights, about half a block south of the Twin Peaks, was startled out of his slumbers last night by a most fix frightful clatter and unearthly uproar in a deep ravine near his home. He roused his family and they all rushed out to ascertain the cause of the clamor.

They found that J. de Gear had come to grief in his initial attempt to fly. His machine had collapsed and he himself was somewhat bruised by his fall.

De Gear says that for five or six months past he has been working on a flying machine for a capitalist whom he will not name. The machine consists of an iron or steel tank, cigar-shaped and about forty feet long. In the center is an opening, where the navigator sits and steers. There is a propeller in front and one at the rear and one on each side. The tank is filled with gas and then the propellers are set in motion by a small electric motor that also feeds an incandescent headlight.

De Gear and his employer took the machine out to Stanford Heights last night. They got it onto a hill of sharp grade and then set the dynamo in motion. De Gear got in and soared about fifteen feet down hill when the crash came and then they picked him up. He says that there was not enough gas on board and that the wheels were too small. He will haul the wrecked airship back to town to-day and perhaps will some night try another flight.

HEARST AND HIS TWO FACES / Editor Hearst Has One Opinion East and Another Here. / The "Journal" Describes the Invention and Credits the Phenomenon. / News of the Aerial Visitor as the Wires Flash It From Neighboring Localities. /

The many Jekyll-Hyde features of "Little Willie's" journalistic character are beautifully exemplified in the two views of the phenomenon that has recently appeared in the heavens hereabouts which have from time to time appeared in the Examiner here and in the New York Journal of New York City--both Mr. Hearst's newspapers.

In spite of the testimony of many reputable witnesses that strange moving lights have been seen in the sky the Examiner has continually referred to these phenomena as the result of "red eye" and midnight walks near breweries.

The following parallel columns concerning the airship, taken from Mr. Hearst's two papers, give a fair idea of how little one may depend upon anything seen in either paper: AN AIRSHIP SEEN. (N.Y. Journal, Nov. 28)

SAN FRANCISCO, Nov. 27.--The biggest problem of the age has been solved. Man has won what seemed to be his hardest battle with nature. A successful airship has been built. Scientists all over the world are tremendously interested by the stories which have been telegraphed from here; nearly everybody on the Pacific Coast is widely excited over the matter.

The story sounds like one of the romances of Jules Verne, but its truth is testified to by so many reputable citizens that there seems to be no reason whatever to question its accuracy.

EVIDENCE FIRST CLASS. / (N.Y. Journal, Nov. 28)
A WORKING AIRSHIP SEEN ON THE PACIFIC COAST--UNDER PERFECT CONTROL--IT CARRIES FIFTEEN MEN AND A SEARCH LIGHT.

The Pacific Coast newspapers are full of stories about an airship seen hovering above Sacramento and other towns. The testimony concerning it seems to be unimpeachable, but certain details are lacking which make Eastern inventors and scientists doubt the accuracy of the statements of alleged eye-witnesses.

IT WAS A REALITY. (N.Y. Journal, Nov. 28)

It swiftly drew near the city, sailing evenly to the southwest.

Then it dropped nearer the earth, but suddenly shot up into the air again, as if the force that whirled it through space were sensible to the danger of collision with objects on the earth.

That much hundreds of prominent residents of Sacramento saw, and it caused consternation in all parts of the city, where groups gathered at the corners until far into the night listening to the tale of those that had seen it.

ONLY A DELUSION. S.F. Examiner, Nov. 24.

The man who has not an airship in his back yard in these days is poor indeed. The man who has not seen a fleet of airships maneuvering in the skies has left California ashamed of himself. He is like the man who fell out of the balloon. He is not in it. They come not in single ships, but in battalions. The county or town in the State which cannot produce a machinery bird or two is hiding its head in shame.

The strange thing about the positions of the two papers is the fact that the descriptions that appeared in the Eastern paper were probably

PROBABLY DUE TO LIQUOR. (San Francisco Examiner, Nov. 21)
There are men who see queer things when they don't have a gun, and others who encounter wonders of an early morn or even at devy eve when it has been more devy than the law allows.

THE RESULT OF BEER / (S.F. Examiner Nov. 23)

At Sacramento a man wandering in the immediate vicinity of a brewery saw a great light and a dark mass moving up and down the sky

IT COULD NOT BE. (Examiner, Nov. 23)

What this thing is nobody knows. That it is an airship capable of carrying human freight seems impossible of belief, in view of the record of failure in the past. If some joker has turned loose a fire balloon to perplex and mystify that might account for the airship on an intelligible basis.

SURELY AND AIRSHIP. N.Y. Journal, Nov. 28.

For purposes of self-protection during the pendency of his application for letters patent, the inventor has not disclosed all the details of his contrivance. Enough, however, has been discovered to show that he has found the true principle of aerial navigation. The excitement here has assumed the form of a tremendous sensation. It is the one topic of conversation in every village, town and city in the State. In California the prevailing question to-day is: "Have you seen the airship?" That there is reason for that question the following facts strongly demonstrate:

written in the Examiner office. They doubtless represent the San Francisco editor's real views, while the light vein pursued here has doubtless been because the paper pook-pooed the real news the first day it was driven to give it later, after the chagrin of being beaten by The Call the first day. /

AIRSHIP AT LIVERMORE. / Editor Ellis of the "Herald" Gives His Views of the Machine.

The following article will appear in the Livermore Herald to-day, giving the views of Editor Ellis:

The Herald may be a little late in coming to the front with an airship story, but nevertheless it has one, and as for its authenticity man in Alameda County can doubt. The parties who witnessed this remarkable phenomenon are none other than the Rev. John Kirby of Oakland, presiding elder of the Oakland district, and Rev. Hugh Copeland.

Rev. Mr. Kirby was in Livermore Wednesday of this week and in the presence of Rev. Mr. Alexander, pastor of the Methodist Church, and Madison Beck of the firm of Beck & Co., made this statement:

"On the evening of November 22 Rev. Hugh Copeland and myself were riding in a buggy in the vicinity of Knights Ferry in Stanislaus County. We were just crossing a bridge when our attention was riveted to an object about a quarter of a mile ahead of us. It appeared at first like a huge ball of fire that rose from the earth.

"We were traveling in a southwesterly direction at the time and stopped our buggy to gaze in wonderment upon this startling and unexpected scene. It sailed along above the surface of the ground for probably 100 yards, then gradually raised higher and higher. Had it continued its course when we first saw it, it would have passed almost directly above us, but instead made a half circle to the west and north and was about the same distance when it reached a point opposite to us as it was when we first noticed it. Before it passed us we could plainly see two lights in front and at right angles of the flying machine, and as it was going by we saw a light, that was not visible before, attached to and at the rear of the object. We watched it for some time before continuing our journey. It could not have been a meteor because it did not go to the earth, but skimmed along rapidly.

"Had I been alone I might have believed that my eyes deceived me, but there was Mr. Copeland, who witnessed the same scene, and there is no possibility of our being mistaken. I had believed that the successful navigation of an airship was beyond the reach of mortal skill, but I look at it in a different light now. I do not claim, mind you, that what we saw that night was a genuine airship, but the natural question that arises is, if it was not an airship, what was it? I saw enough to convince me that the papers have no grounds to picture this phenomenon in the light of a burlesque. When we reached Stockton the following day the papers were full of descriptive accounts of an airship in Yuba County that pictured exactly what we had seen on November 22."

OAKLAND, Cal., Dec. 3.--The Rev. John Kirby, presiding elder of the Oakland district for the past two years, and pastor of the Park-street M.E. Church of Alameda six years previous to that, was interviewed at his home on Park street, Alameda, at night. He repeated and confirmed the story as told above and added: "After reading the accounts of the airship in the Call I clipped them and forwarded them to Mr. Copeland at Oakland. To-day I received a reply in which he says: 'If there is an airship we shall share in the glory. People in Oakland saw it on the same night.'" /

STRAINED NEAR FRESNO. / The Great Airship Caught in a Current and Sent Southward.

FRESNO, Cal., Dec. 4.--The skepticism of the people of this city regarding the existence of the airship has been removed largely by a strange statement of George Jennings, one of the proprietors of the bar in the Grand Central Hotel. He is a thoroughly reliable man and there is good ground to give credence to his story. He avers that he is practicing no deception. Mr. Jennings asserts that there is no question that an airship exists and that it has been sailing through the skies as reported. He talked with the inventor and the craft is now somewhere in Fresno County, not far from this city.

Mr. Jennings was interviewed by a Call correspondent this evening and made the following statement: "Yesterday shortly before noon a man appeared at my place of business and inquired for me. The stranger was covered with dust and travel-stained. I recognized him as an old friend whose name I cannot possibly give at present. It is true the airship is in Fresno County, just where I do not myself know. This man who was in here is one of the inventors. He told me that the trip to this county was involuntary upon the part of the men in the airship. In other words the machine came itself and they couldn't stop it.

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

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

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

OVER SELMA. / Reputable Citizens View a Strange Aerial Traveler.

SELMA, Cal., Dec. 4.—The airship, or some other aerial traveler of like appearance, passed over Selma last night between 9 and 10 o'clock. It was seen by many reputable citizens. N.W. Stewart, grain merchant, went to the door of his residence about 9:30 o'clock and saw a light approaching from the west. It had the appearance of a locomotive headlight and was apparently about 150 feet above the earth.

Mr. Stewart called to his family, and all saw the wonderful light pass over the town and disappear in an easterly direction. It was traveling at about the speed of a passenger-train.

C.S. Reichard, attorney-at-law, and many other persons also saw the remarkable light.

There is no question about an airship having passed over this part of Fresno County last night. / THE WOMAN IN IT. / Strange and Circumstantial Story of a Sailor Passenger.

SAN LUIS OBISPO, Cal., Dec. 4.—William Gordon reached this town this morning. He states that he is a native of South Carolina and a truthful person, a graduate of Berkeley, but recently a sailor and just from New York.

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

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

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

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

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

It developed yesterday that the cigar-shaped galvanized iron tank, constructed to resemble an airship, which was found late Thursday night in a gulch near the Almshouse, is a "fake" creation. It was carted to the point where found in order to provide some cheap advertising for a local place of amusement. Owing to the darkness and lateness of the hour the imposition escaped exposure, as there was neither opportunity nor time for a close or full investigation.

pic., p.1: The Great California Airship, as Shown in an Illustration in the New York "Morning Journal" of Sunday, November 28. The Article Which Accompanies the Illustration Says That the Witnesses of the Phenomenon Are All Credible. 1896 December 5 (Sat) San Francisco Chronicle, p. 16 (card 1)

DIZZY FAKE OF STANFORD HEIGHTS. / TIN TOY OF A METAL ROOFER. / THE "AIRSHIP" COULDN'T FLOAT ON WATER. / An Absurd Contrivance Bestowed in a Ditch for the Edification of the Credulous. /

All in the neighborhood of Stanford Heights turned out yesterday to look and laugh at the fly-by-night airship which ran off the track late Thursday night and ditched itself conveniently close to the Almshouse telephone. In consequence the Sunnyside inn did a thriving business in steam beer, of which Professor Frank de Gear, press agent of the weird machine, got more than his share. He and his brother, George, borrowed blankets and sheets from the milk ranch and carefully covered the "airship" to protect it from the rude gaze of the public, and then, lest a too curious investigation should strip it of its coverings, drove stakes and stretched ropes about it at a respectful distance.

The small boy is no respecter of ropes, and the seraph of the air, fallen from "dizzy heights," was soon stripped of its covering. Down into its interior one of them made his way by tearing up the floor of the cockpit. Once inside the full splendor of the fake was revealed.

The cylinder, about six feet in diameter, was built up around wooden ribs, and the plates, instead of being riveted together, were nailed to these ribs. The "sickening smell of gas made from muriatic acid and something else" came from the use of muriatic acid as a flux for the solder used in closing some of the joints.

The propeller shafts were fixed firmly in blocks of wood. They had no bearings and were never intended to revolve. Instead, the propellers revolved upon the shaft as loosely as the wheels of a carriage upon their axles. There were no worms and gearing to communicate power to the propellers, and if there had been a speed of fifty revolutions a minute would have thrown every one of the flimsy blades off, for they were made simply of galvanized iron, with rods around the edges to stiffen them, and were fastened to the hub by three rivets each. An inconsiderate skeptic tore one of the blades from its fastenings with his fingers and carried it home as a souvenir of the "airship."

Upon the inside of the cylinder, in great red letters, were these

mystic words: "Junjata, H.M. & S., 30x96, 16-117." An enthusiastic believer in aerial navigation declared this to be a cabalistic sign indicative of the forces used to propel the "mysterious visitant." A more practical every-day fellow said it was the brand of the metal used. Holbrook, Max Merrill & Stetson confirmed the latter view and said that it denoted a certain brand of galvanized iron made for them, of size 30x96 inches and of weight sixteen ounces to the square foot and 117 pounds to the bundle. They also knew De Gear, but had no record of the sale to him of any such material.

That Havens is in no danger of annihilation at the hands of De Gear is a certainty. Indeed the latter will have not even the consolation of getting the "airship" on exhibition. The amusement manager who has engaged it as a forthcoming attraction has decided to have no more to do with it. "After the newspaper articles of this morning," said he, "it would prove to be a negative attraction."

Still there are people who believe that the problem of aerial flight has been solved by De Gear, and among those most thoroughly convinced are those who in public print yesterday declared it had fallen from "dizzy heights," that it was built of galvanized steel; that it had cleft the air on its gigantic pinions. That the builder of this famous flying machine drew his inspiration from the same source as comes all these assurances of the existence of an airship is made certain by a comparison of the contrivance itself with the published pictures of the "mysterious aerial craft cleaving the sky like winged lightning," as drawn by "special artists from descriptions" given by reputable people.

That the clumsy contrivance did not fall from any height dizzy or otherwise is proved by the fact that the sticky soil whereon it reposes is not indented in the least, and the sharp-pointed prow did not force its way a hair's breadth into the bank against which it was supposed to have struck.

Jefferson de Gear, brother of the press agent, called at the "Chronicle" office last night and made a statement as to the purpose of constructing the machine.

"I am not its inventor," he said. "I was simply employed as an expert cornice-maker to build the machine and put it where it was found. Yes, it was built for exhibition purposes. It took over three bundles of galvanized iron to construct it, and the thing weighed over 400 pounds. I built it in two nights and one day, and had eleven men working on it Wednesday night. I think I deserve credit for the job; it was a good piece of work."

Fired Him at San Luis Obispo.

SAN LUIS OBISPO, December 4.—A man of good appearance arrived late to-night. He says his name is William Gordon, and that he came to this county in an airship from San Bernardino county, and was then made to leave the ship by the owner, who went north. The man seems to be sane.

The Airship at Lodi.

LODI, December 4.—Between 6 and 7 o'clock this evening several reputable citizens saw the alleged airship traveling rapidly to the south. One man says he saw some kind of a body above and below the brilliant light, and is convinced that some large object passed through the air going northwest.

(Pic: The Almshouse "Airship" As She Lies and the Press Agent Ditto. Jefferson de Gear, Builder of the Fake Airship. (Sketched by Chron. Artist)

1896 December 5 (Sat) Daily Humboldt Times (Eureka, Calif.), p.4.

About Town

A red lantern at the top of a flagpole on Torrent engine house Wednesday night was mistaken by many for the mysterious light of the equally mysterious airship. So keen were the imaginations of some of the beholders, that with the aid of it and their opera glasses they were enabled to see the outlines of the airship and a man who was supposed to be the engineer.

Dec. 12 p.2 Inventor La Roche of Hoboken plans to fly to Calif in 48 hrs.

Jan. 2 '97 Mr. Eddy of [Rippon] N.J. flies kite. 1896 December 5 (Sat) Redwood City (Calif) Times-Gazette, p. 3.

To William Brown belongs the honor of discovering the much-talked-of airship. Early Monday morning he saw a small object somewhat the shape of a balloon descend on one of the Brittan hills and went at once to the place. He found a toy balloon about three feet high and encircling it was the advertisement of Nolan Bros., shoe dealers, San Francisco. Inside was a red light, and no doubt those who saw it in the skies the evening before were sure they had seen the flying machine. Many metropolitan firms take this means of advertising and this may account for the numerous airships seen by people throughout the State. 1896 December 5 (Sat) Redwood City, Calif., Times-Gazette, p.3.

COAST AND BAY-SIDE NEWS. /...

The whole of California seems wild over the newly invented airship, and the people of Pescadero have a word to say relative thereto. It—the airship—sailed over our little town, and away far off over the "white elephant" on pebble beach one night last week, and to the surprise of all it was captured. Yes, verily, it fell by a shot from the rifle of Constable Geo. Smith, and to add greatly to the surprise of all those present, it proved to be a large rubber bladder or balloon bearing the advertisement of a firm in San Francisco. George has the airship on exhibition now so that all may see what one-half the world is worrying over.

The Woman in Black.

A spook in sombre robes is said to be seen evenings between the

hours of 9 and 10 o'clock on Stambaugh street. The denizens of that part of town are greatly wrought up over the strange apparition and steps are being taken to have the ghostship find some other quarters for her wanderings. Several parties have seen a tall woman in black black quietly walking up and down the street night for over a week and no one has had the temerity to inquire about her apparent aimless wanderings.

Santa Rosa was visited about a week ago by a woman in black and the result was that six houses were entered and robbed, one gentleman having \$3,000 stolen from his residence.

1896 December 5 (Sat) Reno Evening Gazette, p. 3.

The Airship Again.

The "airship" was seen again last night. A Gazette reporter was fortunate enough to "see it" floating over the Mackay and Fair mountain about 6:30 last evening. It was a very bright light, throwing out rays as if from an electric search-light. It finally disappeared over the mountain, the same way as the other night. We give it as our opinion that the "airship" was the evening star, Venus, now so brilliant in the southwestern heavens in early evening. The star, or "airship," is a magnificent sight and well worth seeing. The Gazette ran takes no stock in the "airship" fake, and, while he may be mistaken, he is willing to stake his reputation as an astronomer that the "airship" is the evening star Venus.

1896 December 6 (Sun) The Call (San Francisco), p.1. (card 1)

HEARST'S AIRY CHAMELEON. / In the New York Journal It Is a Bona Fide Flying Machine. / IN THE SAN FRANCISCO EXAMINER A FAKE. / Illustrations of the Sacramento Street Scene Were Sent From This City. / AN OSTRICH-LIKE ATTEMPT TO DELUDE THE PEOPLE. / Conflicting Stories Printed by the Siamese-Twin Faker Show the Unreliability of the Two Shameless Pappers. /

A further study of the New York Morning Journal's page indorsement of the San Francisco airship story confirms the opinion that it was written in the Examiner office for this City.

The illustrations of the street scene here during the passage of the aerial visitant appear to have been drawn in the Examiner office here.

The Call today reproduces in a diminutive form the picture that the Journal printed across an entire page, being a street scene in Sacramento during the night when some bright object passed over the City, attracting the attention of all who had eyes.

The incident illustrates as plainly as did the two views Mr. Hearst held on the gold question how the young millionaire toys with the truth and fakes here and there to cater to the strange mob that reads his papers.

Another illustration of the absolute unreliability of the Examiner and like instances appear in the Journal-is seen in yesterday's issue. Great space is given to the account of a supposed airship that was discovered in a gully near Twin Peaks a few nights ago. The Examiner's misleading description and great illustration might lead the reader to believe a bonafide airship had been found, whereas the most cursory examination shows that the tin rattle-trap discovered was a clumsy fake, probably projected by some advertising man who will seek to exhibit it later.

A little more detailed study of the article that appeared in the Journal of November 28 shows how fully the paper gave credence to the story which the Examiner here ridiculed because The Call had the news first. Among other things, after quoting a number of people, the Journal said:

"Hundreds of similar interviews could be obtained. Many practical electricians saw the strange light. All of them maintain that the searchlight was electrical in character. They say, too, that to produce a light of such power and brilliancy would require at least one horsepower, and that would mean a vessel capable of sustaining half a ton weight for the light alone. One thing all the witnesses of the phenomenon are positive of; that is that the searchlight was white, like that shed by an arc lamp.

The inventor of the successful airship is Dr. E.H. Benjamin of San Francisco. It is, however, suspected that this is an assumed name to conceal the inventor's real identity. His attorney is C.W. Collins, a prominent lawyer with offices at rooms 21 and 22 Crocker building, San Francisco."

Describing the appearance of the phenomenon seen in Sacramento, the Journal said:

"On the evening of Tuesday, November 17, many citizens of Sacramento, California, were surprised by the sudden appearance, directly over the city, of a startling aerial craft. The peculiar xxxxxx night visitant made its appearance about 7 o'clock. People standing on the sidewalks saw coming through the sky, over the housetops, a huge and brilliant light, propelled swiftly by some mysterious force. So brilliant was the light that as inmates went to their doors expecting to find a neighboring house in flames. Instead they saw a wonderful craft of the sky"

Throughout the Journal article the affirmation is made that what was seen was some craft in the sky, while every line that appeared in the Examiner pooh-poohed the idea. The articles aside by side show how unreliable the Examiner is in its handling of local news. Its real views appear in the Journal's account of the airship, while every line in the Examiner was written from the spirit of envy because it was originally beaten in the news.

As later evidence of the puerile, fantastic double-dealing of the Examiner of this City may be adduced the contradictory attitude of its local and editorial treatment of the "fake showman's" airship, exposed in The Call. In the local columns this is treated as a solemn, incontrovertible fact, to be viewed by visitors to Twin Peaks. Turning over the

page, an editorial says:

"Two men in this City, apparently trying to turn the craze to financial account in the dime museum line, have just taken the trouble to build a forty-foot galvanized-iron "airship"; and roll it down a hill, with the safe chance of flattening themselves under it."

Again, in the face of the straight negating of The Call, and the warm championship of the airship by his New York Journal, Mr. Hearst in the Examiner of yesterday says, editorially:

"Fake Journalism" has a good deal to answer for, but we do not recall a more discreditable exploit in that line than the persistent attempt to make the public believe that the air in this vicinity is populated with airships. It has been manifest for weeks that the whole airship story is a pure myth. /

Shears and paste are cheap, and the Examiner, in its disgruntled envy caused by being outclassed in giving the news, might try to redeem itself by extracting some airship news from the columns of its Eastern supplement, the New York Journal.

pic.: The Sacramento Crowd Gazing at the Wonderful California Airship (Reproduced from the New York "Morning Journal" of November 29.) 1896 December 6 (Sun) The Call (San Francisco), p.6 (ed.) (card 1)

WITH ITS OWN PETARD. /

The Examiner was hoist with its own petard yesterday morning in a most awkward but highly entertaining way. It undertook with characteristic impudence to shift its established reputation as Monarch of the Fakers to other shoulders, with the result of fastening that reputation all the more firmly upon its own. In an editorial article entitled "The Airship Nuisance," which opens with the appropriate confession that "Fake Journalism has a good deal to answer for," the Monarch of the Fakers presumes to take The Call to task for publishing the news upon the subject of the airship. It charges The Call with a "prolonged attempt to humbug the community," and describes those who have testified to having seen the strange lights and other indicia of an aerial traveler as "practical jokers or unbalanced enthusiasts." It derides the whole subject as a "silly craze."

While engaging in this sort of drive editorially the Examiner locally delivered itself over to an already exploded airship fake of the most rank kind, devoting a page or more to the congenial labor of giving it the appearance of truth. In the headlines and body of the article it describes the TwinPeak contrivance as flying, and in a half-page illustration depicts it as the man who it states flew in it. That the Twin Peaks airship was a clumsy fraud it only required daylight to discover, and the fact that it was such was known about town at least twelve hours before the Examiner was vent to press. In fact it was just such a fake as led many people to believe it to be of that newspaper's own devising. It is evident that in this as in several other more or less important respects the right hand of the Monarch knoweth not what its left hand doeth.

By a happy coincidence The Call was enabled to supply yesterday another apt example of the duplicity of Mr. Hearst's organs in the matter of news. The New York Journal of last Sunday devoted an entire page to the California airship, giving a large cut of the vessel passing over Sacramento, with a long descriptive article under such headlines as "A Working Airship Seen on the Pacific Coast," and the like. The body of the Journal article contained the statements of many witnesses to the phenomenon, with the repeated assurance that they were persons of unimpeachable credibility and good repute. The article was evidently sent to the Journal from the Examiner office in San Francisco, and our "deadly parallel" proved that it was written at the very same time when the local Faker was casting all sorts of ridicule upon the idea of an existing airship, and was asserting that alleged observations thereof were had in suspicious proximity to breveries, and were made by those who had been viewing the heavens "through a glass darkly," so to speak.

The Call has carefully abstained from the expression of any opinion regarding the existence or non-existence of an airship, and intends to continue to do so while the subject remains in its present condition of doubt. It desires to submit, however, the following proposition to candid minds. If in its airship stories the New York Journal was indulging in an unwonted approach to the facts, has not the Examiner been willfully keeping itself quite a distance away from them? It may be remarked incidentally that there is nothing unusual in this, for the reason that the Monarch of the Fakers could not well expect to sustain its reputation as such without being watchful to have the width of the continent between itself and the truth.

Without in any way deciding whether the stories of the airship are true or false, let the impartial reader consider the relation of Mr. Hearst's two newspapers toward it, by the light of each other. The Journal of last Sunday declares that "a successful airship has been built." The Examiner of yesterday asserts that the whole airship story is a pure myth. The Journal repeats that "The testimony concerning it seems to be unimpeachable." The Examiner insists that its alleged observers are "practical jokers or unbalanced enthusiasts." The Journal reiterates that the truth of the story "is testified to by so many reputable citizens that there seems to be no reason to question its accuracy." The Examiner asseverates that any paper which publishes such a "persistent falsehood" is attempting to "infect its readers with a silly craze."

What do the public think of this exhibition of deliberate double-dealing on the part of the two newspapers whose owner is Mr. Hearst? What do people who believe in truth and decency the country over think of Mr. Hearst anyway? From the above revelation of his right to the title of "Monarch of the Fakers," it must be evident that he has missed his vocation, and that instead of posing as a journalist in two cities he ought to be engaged in making grimaces, singing ballads, shuffling

cards, or selling gawags in the side-show of a circus or the byways of a county fair. As King of the Gypsies and Monarch of the Fakers Mr. Hearst is an immense success.

1896 December 6 (Sun) Carson City Morning Appeal, p. 2.

Scott Hart tells a story that he saw something passing through the air about twenty miles north of Reno and at an elevation of 500 feet. There was a light, then two more flashed out and he heard voices and the words, "We are four degrees too far north, change the course." Scott says he don't know what it was, but he saw it.—Reno Journal. (also Gazette stories 6p.3, 8p3, 18p3)

Tues. Dec. 8 p. 3: The Air Ship.

Ever since a light was seen in the sky above Sacramento and it was supposed that an airship was afloat, the natives of Carson have sat on their roofs and gazed out of windows until 12 o'clock at night waiting for a visit from the aerial mystery, but have waited in vain. Some times, they misconstrued Mars and Venus, and the light from the setting stars caused them to hold their breath waiting for the searchlight to peep over the hills.

Saturday night the long looked for event was supposed to have occurred and every man of repute saw the flickering light traveling toward the Pacific Ocean. Those who went home with joy in their hearts thinking they had seen the egg-shaped invader, may have a tired feeling when they learn that they may have seen something on the same layout as Reno—a star behind a cloud.

Some funny men were seen in the vicinity of Nevers' ranch with a fire balloon on Saturday night, but of course balloons are used to lie on the grass ground.

Wednesday Dec. 9 p. 3: Airship Burned.

Last evening, what at first was taken for an airship slid over town. A bright light attracted the attention of many people and the word airship caused many to rush to a point of view. When over the western portion of the city the gasoline tank exploded and the ship burned up. A few minutes later Ed Patterson showed up with the remains of the ship in his hand which consisted of a piece of bamboo and a rag saturated with alcohol. The balloon was still burning when Patterson found it.

1896 December 7 (Mon eve) Woodland, Calif., Daily Democrat, p.

THE AIRSHIP AGAIN. / A Conductor and Three Passengers Positive They Saw It. / About a Thousand Feet High, Traveling Faster Than the Train and in the Direction of Alameda. /

Davisville, December 7.—Conductor Corbell, who runs a freight train on the main line, was here this morning and told an interesting story about seeing an airship.

Last Friday evening his train ran into Oakland. While between Dixon and Elmira, and between 6:30 and 7 o'clock, a man named Byrns, who was riding in the caboose, saw two bright lights to the right of the track and traveling parallel with the train.

After watching it a few minutes he called the conductor. The phenomenon was so unusual that the conductor called two men traveling on the train in charge of some stock. These four men saw the light distinctly and their stories agree perfectly. They were about one thousand feet high and traveling in the same direction as the train. Their speed was greater than that of the train, however, and they watched the lights until they disappeared in the southwestern heavens.

One of the lights was as large as the head light of an engine. One of the stockmen offered to wager two carloads of fat cattle that there was no delusion about it but that it was a genuine airship.

George Little and his wife, of Davisville, partially confirm this story. A few minutes after six o'clock they saw something in the air that tallies exactly with the description given by the conductor.

1896 December 7 (Mon) Chicago Tribune, p. 4

Milwaukee's Flying Machine Scare

Strange Looking Kite Causes Much Commotion Among the Inhabitants of the Cream City.

Milwaukee, Wis., Dec. 6.—[Special.]—Milwaukee tonight has a sensation similar to that enjoyed by Sacramento two weeks ago. Its people or at least a considerable portion of them, believe that they saw a flying machine floating over the bay about 4 o'clock this afternoon.

It was first sighted by Herman Nunnemacher, a millionaire who boards at the hotel. He was seated in his room at the Pfister Hotel, and, happening to look out over the lake, he was astounded to see what looked like a flying machine floating over the bay high in the air and moving up against the wind. He happened to have a field glass handy, and looking through the same saw something that appeared to him to be a man working the wings of the air craft.

Satisfied that it really was a flying machine he put on his hat and rushed out. When he got on the street he could no longer see it and came back, supposing it had passed over the city on the way to the north pole. Ten minutes later he saw it again. This time he was sure, and dashing down to the lobby of the hotel he shouted: "It is here again. It is a flying machine."

He had not returned to the hotel up to a late hour tonight. Hundreds of other people saw the strange sight and are positive that it was a sure-enough flying machine. Men who were in the Lake-Front Park, however, say that two men sent up a strange looking kite without a tail. It had huge wings and the men sent up a number of signals on the wire rope which was used to fly it with. It is one of the kites with which the army has been experimenting for some months.

1896 December 8 (Tues eve) Woodland, Calif., Daily Democrat, p. 3.

THE MYSTERY SOLVED. / A Resident of Arbuckle Explains the Airship Phenomenon.

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phenomenon. / Aerial Navigation Successfully Accomplished Three Years Ago by Tolo and Colusa County Inventors. /

Mr. Editor: Sir—Now that I have had a chance to get a glance at the much-talked-about flying machine as it was passing over the Coast Range Mountains in a southwesterly direction, fifteen miles west of Arbuckle and about three miles north of Ramsey on Tuesday night last, I will try and explain to the public the queer actions and also the mechanical construction of this wonder of the age.

Three years ago I submitted the plans I had drawn of an aircycle, with explanations, to Mr. E.W. Brown, of Davisville. He at once saw that there was no doubt as to the successful operation of a machine constructed on those plans and at once advanced the necessary funds for the construction of the same.

The machine consists of an aluminum tube twelve feet long and three feet in diameter pointed at the end like a cigar. Four feet under the tube and running parallel with it is a light steel frame similar to a tandem bicycle frame. Each end of this frame is connected with the tube. On the frame there are two seats, two handlebars and two pedals the same as on a tandem. The pedals operate the propeller and side wings. The propeller is used to force the aircycle ahead and the wings are used to ascend and descend as the operator chooses. There is also a rudder that sits behind the propeller the same as those on a steamship. This is operated by the handle-bars. This part is very simple. The difficult part is in obtaining the gas which is used in the tube and has great lifting power. This gas is obtained at an altitude of twenty-five miles above sea level. How this is obtained will not be stated here. Suffice to say that this is also simple when one has the instruments.

After the machine was finished Mr. Brown borke over the handle-bar an empty beer bottle and pronounced her the Konesuch.

After several little skims over the ground Mr. Brown became more nervy and insisted on making longer and higher flights. The Konesuch was a success beyond our expectations. We at last concluded to make a trip south. Doubting his life insurance, he told his friends that he was going to spend a few days in the country. No one knew of our aircycle; all our experiments were conducted on dark nights. Everything being ready, we started south on the 1st day of March, 1893, at 10:30 P.M.

We could make thirty miles per hour without any exertion, and with the wind at our backs, seventy-five miles an hour was easy. We could always make better time at night, for when we were surrounded by darkness, we did not experience that dizzy feeling that would come over us in the daytime.

On the morning of the 2nd day of March we landed near Los Angeles. Securing our cycle to a fence (which was necessary, for as soon as we dismounted there was an upward pull of 330 pounds).

1896 December 9 (Wed) Daily Humboldt Times (Eureka, Calif.), p. 4.

THE MYSTERY EXPLAINED / Where and How the Airship Story Originated. / ... / The Truth About the Airship.

Now that the daily papers have run their wild riot upon the airship problem, the "looker-on" in the News Letter will take the public into his confidence, and tell just what the phenomenon was. It is simply a large kite upon which electrical apparatus is cleverly arranged, which was sent skywards by the officials of the Meteorological Bureau for the purpose of determining the power of certain chemical compounds when exploded beneath rain clouds, to rip a hole in the soggy banks of vapor and let down a flood of water upon the parched earth. Those who followed the accounts of the airship's appearances, disappearances and reappearances, will recollect that the first reports of the strange spectre in the skies came from Sacramento. One of the most reliable residents of that town averred that he not only saw two men in the ship, but he heard them singing "Just tell them that you saw me." He was mistaken about the men, for there were none upon the kite sent up by the weather sharps. What he supposed were men were the large storage batteries of electricity fixed upon the cross-bars of the kite to supply the powerful arc lights fastened to the upper and lower points of the sky-scraper. Strange as it may seem, however, investigation has shown that the Sacramento man's musical ear was not deceived about the tune wafted down from the skies. Some wag attached to the Weather Bureau sent up with the kite a music box loaded with popular airs, and so arranged that it would let out its tunes automatically. Just as the rain searcher crossed Sacramento the time lock opened and poured forth "Just tell them that you saw me" upon the midnight air. The Sacramento man, therefore, was not laboring under the effects of an excited imagination. He was just telling the plain and simple truth in a Sacramento way.

The expense of sending this novel agent into the skies was borne mostly by a number of farmers of the San Joaquin, who, fearing to be taxed out of their lands by the formation of irrigation districts, determined to bring water down from the clouds at a minimum of expense and maximum of flood. Time fuses were set upon the chemicals borne aloft, so that the explosions would take place at the time when, according to estimates, the kite would reach the clouds. The magnificent success of the experience was illustrated best in the city. The heavy downpour of Monday night and Tuesday was the direct result of the visitation of the apparatus of the Meteorological Bureau to the rain-filled clouds. Upon this occasion, however, the experts put on a heavier load of chemicals than had been used before, with the result that everyone

had to come in out of the wet.

1896 December 10 (Th) Central Nevada (Battle Mountain) (wkly), p. 3.

What Could It Have Been?

A strange light appeared above the horizon almost north of here the other evening and traveling in a westerly direction and after some time disappeared from sight. It was not a meteor because it raised

too straight from the earth, and it was not a bright lightening bug for this is not the right time of the year, but in all probability it might have been the new comet discovered by the Lick Observatory. If it was neither of these what could it have been? Dear people we do not want to unstring your nerves but it must have been an "airship."

17, 3 Shower of birds at Baton Rouge, La.
1896 December 10 (Th) Carson City, Nev., Morning Appeal, p. 3.

The Air-Ship.

It is reported at the N.-C.-O. office that L.T. Stephenson, agent at Chat, saw the much talked of air-ship last night between Chat and the Summit and had a talk with the inventor. Mr. S., so it is said, wanted to take a ride in the airship, but the operator would not let him get aboard. The Gazette does not get this story from Mr. S., but from the train hands that were on the road.

Fri. Dec. 11, p. 3: Air-Ships in Empire.

During several days past there has been rumors of an air-ship in Empire which was seen floating above Wiggin's Hall, and moving along like a large turkey buzzard hunting grub. Yesterday the Appeal received the following: / Empire, Dec. 9th.

E! Appeal:--I address this to you because I thought it might be of interest to your subscribers. On Monday evening Jack Garrity saw a flying machine pass over Empire. / Yours truly, / A Subscriber.

We have to say in this connection that we cannot give space in future to communications of this kind. If men rush into print every time they see an airship in the sky it will keep the papers filled up with nothing else. Air-ships are now so common a man might as well write the Appeal that he saw a four-wheeled wagon in the vicinity of Gardnerville.

Sat. Dec. 12, p. 3: Booher Has / Em.

Editor Booher of Elko also seems to "have 'em" in a mild form. He says: "About 50 people at Elko were out watching a 'strange light' the other evening. The light seemed to rise above the horizon almost north of here and after rising far into the air traveled in a westerly direction and in about two hours disappeared in the west. It was not a meteor they say, for it raised tootax straight from the earth, and it was not a lightening bug for this is not the right time of year. It was not a bullseye lantern because it was too high up, and it couldn't have been a balloon because it traveled too steady and fast, and remained visible too long. What was it then? Good people we do not want to startle you, but it must have been an 'airship.'"

1896 December 12 (Sat) Territorial Enterprise (Virginia, Nev.) p.2

AIRSHIP YARNS. /

The airship continues to hold its own as a subject of public discussion. It is alleged to have been seen in many parts of Nevada and California and the visual evidence in support of one such ship is as good for fifty. The only person whose talk may be considered serious is Mr. W.H. Hart, the well known lawyer, who soberly declares that he is the attorney of an inventor who has recently built and operated two airships in that State and that he is now engaged in building a third. He has been able, Mr. Hart declares, to attain and sustain for several hours a speed of about 20 miles per hour and is making improvements designed to vastly increase the efficiency of his ship. Mr. Hart does not claim to have personally seen these ships, but he says they undoubtedly exist and that San Francisco will soon be given an opportunity to view them in broad daylight. A cock-and-bull air is given to Mr. Hart's story by his addition to it that his client is negotiating with the Cuban junta for the destruction of Havana by dynamite and that he will demand for such services something like \$10,000,000. People generally have come to regard the whole thing as a hoax, but there are many who assert that they have seen the mysterious air ship and are willing to stake any sum upon its existence.

1896 December 17 (Th) Reno (Nev) Evening Gazette, p. 3.

The Airship Again.

The Long Valley Indians say they have seen the much talked of airship in the daytime. One Indian said to a Gazette reporter this morning, "Him big as a car, and goes all same as bird." The Gazette man asked if he had not heard about Johnson Sides lecture on fire water--if he did not think it wrong for Indians to drink whiskey. "He no drink," said Jim. "He haap see 'em all same as see you now. You think I dlink cause I see 'em airship. I see 'em, my mahala see 'em, my papoose see 'em too and other Injun he see 'em. No all drunk. My mahala dlink some time, but no dlink when he see 'em. While we don't question Jim's vision, or doubt but that he saw something, we confess a doubt about it being an airship."

1896 December 18 (Fri) The Call (San Francisco), p. 8.

BIGGS SEES THE AIRSHIP. / Over Fifty Citizens Watch Mysterious Lights at Night.

BIGGS, Cal., Dec. 17.--The strange and mysterious lights so often seen of late were seen by over fifty of our citizens this evening at 6:30, and no doubts exist here but that it was the much talked of airship. The lights were seen very plainly one mile southwest of our town and kept up a waving motion, passing out of sight in the direction of Colusa. The Red Bluff local stopped just outside of town to view it.

1897 January 8 (Fri) (Salt Lake City), Deseret Evening News, p. 5.

ASTRAL PHENOMENON. / Was It a Planet or a Sun Spot on Old Sol's Face?

This morning Mr. Albert M. Merrill, an employe of the E.C.M.I., noticed a dark spot on the face of the sun, and communicated the fact to his fellow employes. Soon a large number of them were gazing at

Old Sol through smoked glass, and noting the unlooked for spot on his face. It was first visible about 8:30, and seemed to pass slowly across the sun's disc, accompanying about two hours in the passage. Just what it was has not been explained, but it appeared like a planet, which some supposed it to be; but as such an eclipse of the sun is foretold by the almanac for this day.

A press dispatch from Butte, Montana, dated yesterday, describes a similar phenomenon: "None of the almanacs gave any predictions of the strange phenomenon visible on the face of the sun today. On account of the smaller smoke the naked eye could see on the surface of the sun a large irregular black spot. By using smoked glass one could see two more smaller spots, one above and to the right, the other below and to the left of the larger one. The larger spot was below the horizontal diameter of the sun in the forenoon, but moved up along the disc later in the day, by which time the relative positions of the three spots had also change perceptibly. The one above, and to the left and the one below and to the left were on the opposite side (?). The smaller spots were revolving around the large one, the position changing noticeably every hour or so."

1897 January 12 (Tues) San Francisco Chronicle, p. 13.

A Shower of Meteors. / A Brilliant Skyway Sight Witnessed at Butte, Montana.

People who were fortunate enough to be up at an early hour yesterday morning witnessed one of the most interesting celestial phenomena ever displayed to wondering eyes. It was a meteoric shower or bombardment of the earth by shooting stars. Several persons who saw it said the shower commenced, or was noticed first, about five o'clock and continued for about an hour. The sky was clear with the exception of a bank of clouds around the horizon. At first there were a few shooting stars and then suddenly the whole heavens lit up with a flash like lightning and it grew brighter and brighter until there appeared across the whole sky a trail of fire like the trail of a huge comet and from it in all directions shot stars or meteors.

The light gradually formed itself into a long streak like lightning and then moved in a slow zigzag, snakelike movement across the heavens and finally shaped itself into a perfect letter "Z," in which form it remained for a long time, and then slowly faded away. During all this time there were numerous shooting stars and the whole earth was lighted up almost as bright as day. The display lasted for the better part of an hour, but the greater light described was of much shorter duration. The phenomena frightened many people and several instances were related where horses were almost paralyzed with fear at the strange sight.

1897 January 15 (Sun) San Francisco Call, p. 15. (card 1)

SHAPED LIKE A SPARROW-HAWK / General Hart Describes the Appearance of His Client's Airship. / Expects to Hear Any Day of the Destruction of Havana by Dynamite. / The Wondrous Aerial War Craft Are Equipped With Sails, Wings and Propellers. /

From recent press reports received from Cuba and from private sources of information, ex-Attorney-General W.H.H. Hart is now confident that two of the flock of three airships said by him to have been constructed by his mysterious and still unknown client are in Cuba, and being prepared for their work of destruction.

In conversation he said he expected to hear every day of an aerial attack on the Spanish forces in Havana.

"I have not seen the inventor of the airship," said General Hart yesterday, "for some time. I am informed that he started for Cuba some weeks ago. While I am not in direct communication with him, I am kept posted on his movements and in regard to his wishes by his representative, who is now superintending the completion of the third airship at a secluded place over in Marin County."

"From him I learn that just previous to his leaving the United States, the inventor made a final test of his large aerial cruiser. He took flight at a point in the San Joaquin Valley, and without stopping, alighted in the mountains near Pasadena, after having traveled a distance of about 350 miles. This was the longest trip he ever made at one flight.

"Here the machine was carefully taken apart, boxed and shipped to some point near Yuma, whence it was sent by rail to New Orleans. The smaller flying craft was shipped from here direct to New Orleans, and from the latter port they were transported to Key West, Fla.

"Three days after their arrival at the latter town the inventor and his aerial destroyers took passage on the Three Friends, and were on board that vessel when she had the encounter with the Spanish war-ships off Cuba.

"I am certain that the recent press dispatch from Cuba, stating that the rebels were preparing to drop dynamite into Havana by means of kites, was founded on information given out by the inventor. This was merely a ruse to cover up the real means by which the dynamite was to be dropped over the Spanish stronghold."

Then in a musing tone he continued: "I feel so well satisfied that the machine is a success that I am sorry I did not take an interest in the invention."

General Hart then consented to give a general description of the craft which for several weeks was supposed to have flown over the soil of California to the amazement and mystification of thousands of people.

Its sustaining power, he said, was an egg-shaped balloon filled with gas, the larger end of the balloon being the front. To the sides of this gas body was attached elbow-shaped sails, which were principally used to control the forward direction of the airship. These are so arranged that the cruiser can sail at an angle of forty-five degrees from the direction of the wind. These sails also serve to drive her forward in a favorable wind. When traveling against the wind the

sails are laid close to the sides of the balloon, so that no portion is exposed to offer resistance.

From the balloon depends the airship proper, in which are carried the machinery, ~~and~~ the crew and all other apparatus necessary to its navigation and control. This is shaped like the body of a sparrow-hawk and is equipped with wings patterned also after that bird. The wings are movable and are worked for propulsive power, or may be spread and made rigid to form an aeroplane. At the front and stern are propellers, which are used only in traveling against the wind or when desirous of traveling with it, but at an increased speed. When it is desired to remain stationary in midair the propellers are revolved in opposite directions and each at the necessary speed, as they work independently. The motive power for the wings and propellers is electricity.

In order to descend gas is allowed to escape from the balloon, and when another ascension is made the gas in the balloon is replenished from a supply of condensed gas carried in a cylinder.

1897 January 22 (Fri) Sacramento Bee, p. 1.

AND NOW LODI. / The Airship Now, It Is Said, Flies by Daylight.

LODI (Cal.), Jan. 22.—The airship craze was revived here by the appearance of an aerial navigator in daylight. Many people in Acampo, three miles north of here, saw it the other afternoon sailing over the plain. It seemed as big as a small house, and looked like built of canvass. It went southeast. Some farmers also saw it the same day near here. The ship seemed to be under perfect control.

1897 January 25 (Mon. morn) Harrisburg, Pa., Patriot, p. 1.

CITY EXCITED OVER A STAR / Some Fo[a]lks Thought Venus Was an Electric Light at Pittsburg. / ...

Many Harrisburgers have been interested almost to the point of excitement over the evening star the last few days and not a few residents have become indignant when told it is not an electric light sent high in the clouds for experimental purposes.

The trouble was started last week when some people read in newspapers that aerial experiments with electric lights were to be made at Pittsburg. It was stated that electric lamps of an immense candle power with powerful reflectors and lenses would be sent up to see how far their rays could be distinguished. Reports differed as to the height these lamps were to go and on this subject the papers have been silent the last few days. Some people said they would be sent up seven miles, others nine and others ten, but from the general remarks seven must have been reached as a compromise. Early Saturday evening when Venus, gleaming in its brilliancy, shone over the city from the west, some persons who had been reading or hearing of these experiments at once declared the large and beautiful planet which is the evening star at present, was nothing else than the electric light with which tests were being made by some folks at Pittsburg, 250 miles away, over the mountains and in [a] direction considerably different from the location of the star. The report spread and dozens of people who had not been guilty of star gazing for years, or else they would not have been so easily deceived, promptly looked at it and fell to discussing experiments of such magnitude as those of which they had been told. There were a number who walked out into wind-swept streets and others who went so far as to go to the river bank to see a star which they had apparently never noticed before even in starlight walks. On Market street Saturday the eyes of a good many of the persons on the street watched the bright planet and one man asserted he had seen "then take it down," being unaware Venus set at 8:56 o'clock that evening. Last night it was watched with redoubled curiosity and scores of credulous ones believed that "the bright star of twilight" was nothing more than the gleam from an unpoetical electrical experiment.

February 2, 1897 Omaha Daily Bee (orn. ed.) Tues. p. 2

See an Airship at Hastings

Travels at Night at a High Speed and Carries a Bright Light. Hastings, Feb. 1.—(Special.)—Some persons within ten miles west of Hastings are making an experiment with an air ship which from all appearances so far seems to be a great success. It was first noticed some time last fall when it was seen floating in the air about 200 feet above ground, and after standing nearly still for about thirty minutes it began to circle about and then took a northerly direction for about two miles, after which it returned to its starting place and went into oblivion. Since that time it has not been seen until last night, when it was observed standing nearly still a few miles west of Hastings and seemingly about 200 feet in the air. At first sight it has the appearance of an immense star, but after a closer observation the powerful light shows by its color to be artificial. It certainly must be illuminated by powerful electric dynamos, for the light sent forth by it — wonderful. At 9:50 last night the large, glaring light, was seen to circle around for a few minutes and then take a northerly direction for about three miles. It then stood perfectly still for five minutes, after which it ~~ascended~~ ~~ascended~~ ~~ascended~~ ascended for about 200 feet as straight as a shot, where it remained for eight minutes and then descended for about 200 feet, circling as it did so, then taking a bee line west it traveled at a most remarkable speed for about two miles and then slowing up it circled about for fully fifteen minutes, when it began to lower and disappeared as mysteriously as it had made its appearance. So far the air ship, or whatever it is, has only been seen by a dozen people, each of whom in keeping it a secret and trying to discover just what it is and where it comes from. Whatever it is it travels with great speed and carries a most powerful light. A close watch is being kept for its reappearance when efforts will be made to discover what it is if not an air ship.

Wed. Feb. 3 Le Courrier du Canada (Quebec, Queb.), p. 4.

A Mysterious Star / VISIBLE EVERY EVENING ABOVE THE MOUNTAIN / WHAT IS THE CAUSE OF THE PHENOMENON? / (Soleil story again)

This mysterious star has been seen by the whole population for a certain time at Quebec, Fraserville and elsewhere, and we have difficulty believing that it is an electric lamp.

1897 February 4 (Th) Le Monde (Montreal), p. 4.

A Mysterious Star / [Dreamed by] the "Soleil" of Quebec. / Says the "Soleil" of Quebec:

The past several evenings, a brilliant light resembling a planet but having even greater brilliance has been noticed in the sky. This mysterious star appears each evening about 7 o'clock and disappears about 9. A lively curiosity has been stirred up by this phenomenon and hypothesis after hypothesis proposed in order to find the explanation [?].

One claims the cause of the phenomenon to be for certain electrical projections made by Edison in the course of experiments which he is presently making in New York. Other people are not willing to believe in this hypothesis and allege that the distance is much too great (in order) for a mere electrical projection (beam) to be strong enough to light the two cities.

Whatever the cause may be, the phenomenon exists and gives rise to much comment. There is no lack of superstitious people who draw all sorts of presages from the appearance of this light in stellar space. Is it a preage of misfortune or a salutary advertisement? Time will tell.

1897 February 5 (Fri) Le Monde (Montreal), p. 4.

The "Soleil" / And Its Mysterious Star. /

Says the "Soleil" of Quebec:

"After taking account, we have become certain that the star which many have observed in the west during the great part of the evening, and which has so greatly intrigued a large number of our readers is nothing other than the planet Venus. Its brightness is such at this time that with a little attention and (knowledge) toward what point in the sky to direct one's looks, one can observe it with the naked eye in broad daylight.

"We will make available to our readers more ample information about this mysterious star in our following edition."

Poor Venus! Poor "Soleil"!

Wed. Feb. 17, p. 4.

LUMINOUS PHANTOMS / In the ruins of Barron block.

The residents in the vicinity of the Barron block have complained in recent times of a strange noise of chains which is produced in the night in the ruins of the burnt-out block. The timid are afraid and believe ~~XXXX~~ they [see] Satan incarnated under the form of luminous phantoms. Others say that it is the ghost of Mme. Murphy, who protests being buried under this rubble.

Whatever it is, these creditable persons say they hear the noise all night and have taken a complaint to that effect to the police.

The officers of the peace believe that it is thieves who seek to remove the iron or other debris and have promised to watch the area as closely as possible.

1897 February 6 (Sat) Omaha Daily Bee, p. 6.

Air Ship Is Seen at Inavale. / Thirty to Forty Feet Long and Conical in Shape—Voices Heard.

INAVALE, Neb., Feb. 5.—(Special.)—The airship mentioned by a Hastings correspondent in Tuesday's Bee has been seen by Inavale people at different times. The first time it was thought to be an optical illusion, as it was only seen by a few persons and the night was very light, but last night it being very dark, as a party of ten or a dozen people were returning home from prayer meeting they suddenly saw what appeared to be a very bright light passing almost directly over their heads. As it drew closer they could distinguish, besides the big headlight, several smaller lights, which seemed to be placed at regular intervals on quite a large body.

The ship was flying at a considerable height, but in about ten minutes it returned and was again seen by nearly all the crowd that saw it before, and this time it was much lower and could be distinctly seen as well as heard in the damp night air. It seemed to be conical shaped, and perhaps thirty or forty feet in length, with a bright headlight and six smaller lights, three on a side, and seemed to have two sets of wings on a side, with a large fan-shaped rudder.

Voices were plainly heard and a man's laugh was easily distinguished as the ship passed over the last time.

Much excitement was caused by its appearance and a constant look will be kept by the people here for a reappearance.

Feb. 13, p. 9—Charles Andress of Chicago claims Leonard E. Clawson & Adam Beck of SF have stolen the design for his flying machine, which has 4 wings, 2 flapping up while 2 flap down.

1897 February 6 Nebraska State Journal (Lincoln), p. 4 (Sat)

Nebraska Notes: Speaking of the night flights of a flying machine west of Hastings the Grand Island Independent says: "There is no cause for any time being spent nights watching the phenomena. The light referred to is Rod (?) Smith holding a tallow dip while Congressman Billgreene recites his essay preparatory to departure for Washington. And the 'flights' referred to are some of 'Bill's' flights of oratory."

Mon. Feb. 2 p. 4--Nebraska Notes

A very pretty celestial phenomenon was observed just after sunrise one morning last week at Beatrice. The sun was flanked by two brilliant sun dogs parallel with the horizon. These later transposed themselves into a brilliant arch over the sun, and with the rays of the sun forming a cross in the arch with the sun as the focal point, presented a scene of indescribable grandeur. The sun dogs to the right and left of the sun were at intervals as brilliant as the sun itself. The beautiful spectacle continued for over an hour.

1897 February 8 (Mon) Le Monde (Montreal), p. 4.

VENUS, THE BLONDE / Gives proof of inconstance / And leaves the "Soleil" of Quebec for the "Progrès" of Sherbrooke. /

The "Soleil" of Quebec, tired of making love to Venus, the mysterious star, object of many bad jokes, has had its plant pulled up by the roots by our confrere the "Progrès de l'Est" of Sherbrooke, which likewise pays homage to the "queen of the starry heavens."

Tuesday evening, one of the employes of the 'Progrès' came looking for us to show us Edison's electric balloon, which was poised above the city of Syracuse in the state of New York, and which was distinctly visible, he said, behind the office of the newspaper. We took ourselves into the presence of Venus, more [], more brilliant perhaps than usual, but certainly the same beautiful and charming planet, one of the most beautiful jewels of the firmament. In her coquetry the evening star, showing herself in all the brightness of her supurb beauty, has succeeded in having herself talked about by a numerous population of admirers who are carried (away) en masse by contemplation, not only in Sherbrooke, but in Quebec, in Montreal and elsewhere.

All of us were intrigued and at the same time a little frightened, wondering if it was a new star announcing some misfortune or other and there was a great number holding to the electric balloon (ideal) and extolling ~~the~~ American genius, but everyone has paid indirectly a wiled homag to the queen of the starry heavens. To everyone his due: Edison has his glory; it is only just for Venus to protect hers.

February 9, 1897 Omaha Daily Bee (Tues. morn.) p. 2

See the Air Ship From York.

Public Curiosity Greatly Aroused by the Mysterious Bright Light.

YORK, Neb., Feb. 8.--(Special).--A mysterious light was seen in the sky last night and public curiosity is greatly aroused as to what it really was. It is supposed to be the same light seen at Hastings recently. George S. Cook and G. H. Jerome are the witnesses and their prominence in local circles in an assurance of their veracity. The light was first seen about 9 o'clock, and it seemed to be about two or three miles west of the city and at a very high elevation. It stood perfectly still for some time and then shot down some distance and zig-zagged to the north and south, finally disappearing in a northwesterly direction. The light was intensely bright, appearing more like an arc light than any other known kind. Its movements were evidently under such perfect control that York people, skeptically as they are, can account for it in no other way than that it is a part of a flying machine. An effort will be made to ascertain the real nature of the light and its operation.

1897 February 11 (Th.) Beatrice, Neb., Weekly Express, p. 4.

Bad Case of 'Em at Hastings.

That ordinarily sedate and circumspect publication, the Hastings Independent, gets off the following, which needs no explanation other than implied in the heading hereof.

"Several Hastings people report that an air ship, or something of the kind, has been sailing around in the air several miles west of this city. It was first noticed some time last fall when it was seen floating in the air about 500 feet above ground, and after standing nearly still for about thirty minutes it began to circle about and then took a northerly direction for about two miles, after which it returned to its starting place and sunk into oblivion. Since that time it has not been seen until last Sunday evening, when it was observed standing still a few miles west of Hastings and seemingly about 800 feet in the air. At first sight it has the appearance of an immense star, but after a closer observation the powerful light shows by its color to be artificial. It certainly must be illuminated by powerful dynamos, for the light sent forth by it is wonderful. At 9:30 last Sunday night the large glaring light was seen to circle around for a few minutes and then take a northerly direction for about three miles. It then stood perfectly still for about five minutes, after which it ascended for about 200 feet as straight as a shot where it remained for eight minutes and then descended for about 200 feet, circling as it did so, then taking a bee line west it traveled at a most remarkable speed for about two miles and then slowing up it curled about for fully fifteen minutes, when it began to lower and disappeared as mysteriously as it had made its appearance. So far the air ship or whatever it is, has only been seen by about a dozen people each of whom is keeping it a secret and trying to discover just what it is and where it comes from. Whatever it is it travels with great speed and carries a most powerful light. A close watch is being kept for its reappearance.

1897 February 18(Th) Kearney (Neb.) Hub, p. 3.

Seen Near North Platte. / The Air Ship Story Revised and Rehearsed in Western Nebraska.

And now come the North Platte Telegraph and deposes and says: "North Platte is not to be outdone by her sister city, Hastings, in the matter of having seen the much talked of air ship in that vicinity, for

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now comes one Hy Smith, Charles Braternitz and Harry Reese, who depose and swear that they each saw the celebrated ship of the air last night while coming east on an extra at a point near the cuts west of Big Springs. They aver that the light was about the size of a barrel and would rise straight up in the air about 300 feet and then descend very rapidly, at the same time sending out sparks as it descended. These movements were repeated as far as they could see, which was about six miles and was distant from the track in the neighborhood of two miles in a southerly direction close to the river. The night being very clear and the moon shining very bright, objects could be discerned [1] at a long distance. Considering the well known reputation of these gentlemen for veracity and not being a believer in the supernatural, we are forced to the conclusion that the now famous California airship inventor is in our vicinity."

Mon. Feb 15 p.3--Spice of Local Life.

Hastings, York and Inavale people have been seeing air-ships passing over. Kearney people appear to be more fortunate in the assumption of a better quality of wet goods. The small boys of this city would have a world of amusement with the "rubber necks" of these localities.

Mon. Feb. 22 p. 4--Spice of Local Life.

The passing of the airship seems to have been final. It has not been seen for several nights.

Tues Feb 23 p. 3--Spice.... The strange "light in the sky" that appears in the west every evening is developing in Kearney a large class of star gazers. As yet the phenomenon has not been explained.

Th Feb 25 p. 3--Spice / People who have seen the "airship" are becoming so numerous that they can't all be named. But the fact that "Yank" Hayward has seen it will cause many people to apply to him for a description of its size and dimensions.

Fri Feb 26 p. 3--Spice / Letters are being received at this office continually giving information asking for the same in regard to K's ars

Th Mar. 4 p. 3--Spice / Col. Cash explains the airship by saying that it was one of Hon. W.L. Greene's government building air castles floating around over the country.

1897 February 18 (Thurs) Omaha Daily Bee, p. 7.

South Omaha News.

Thomas Hazel, 26th and H streets, asserts that he saw what appeared to be an air ship passing over the city about 9:30 o'clock Tuesday night. The children of Mr. and Mrs. Hazel were entertaining a couple of dozen of their young friends, when the little daughter of Mr. Kantner had occasion to go out into the yard. She immediately called back to those in the house to come out and see the funny thing in the sky. Quickly the family and guests were in the yard watching the strange object. In speaking about the matter yesterday afternoon Mr. Hazel said that he saw a long, dark object moving rapidly northward. Flash lights appeared frequently. When the light was straight ahead it was impossible to see anything of the body of the ship, but the light was kept turning up, down and around. Mr. Hazel did not think that the object could have been more than 400 or 500 feet above the ground. The party watched it until it was lost in the darkness. Neighbors of the Hazel family also saw the strange sight and are as much mystified as the Hazels are. Those who saw the object think it was an air ship; the same, most likely, that has been reported at York, Hastings and other places. Mr. Hazel holds a responsible position with the Hammond Packing company and is considered trustworthy in every respect.

1897 February 19 (Fri) Kearney (Neb) Daily Hub, p. 3. (card 1)

NEAR KEARNEY NOW / An Air Ship Story Without the Usual Whiskeretes. / "LIGHT IN THE SKY" SEEN BY A CITIZEN. / Whether It was an Air Ship is Not Explained. /

The Hub must admit that it has taken all airship stories coming from our sister towns with a grain of salt, and in one or two cases the dose of the saline accompaniment has been doubled. It doesn't believe in air ships, and the writer personally has never seen anything that resembled the much talked of "light in the sky" more than one of the "free" arc lights furnished in the past by the Kearney Electric company. Yet any belief should be held subject to revision when confronted by good and sufficient evidence. That evidence appears now to be on tap.

Charley Prescott, the obliging city clerk, has the evidence in his possession, and seeing the need of giving it away, has cheerfully given

If Mr. Prescott has seen an air ship he doesn't know it. In fact, if he was to see one he wouldn't be sure of it without it was labeled in large Gothic letters. But Wednesday evening while walking home, between the hours of nine and ten o'clock, he saw a light in the west, a description of which strongly resembles the stories of the air ship that have come from other towns. The light appeared to be a great distance away, and its size looked to be about the same as the head of an ordinary wooden water bucket. It didn't move around to any great extent, but stayed out in the western atmosphere long enough to be seen distinctly. Whether it was an air ship, or one of the populistic signs of the times forecasting the selection of Sullivan for judge, has not yet been determined.

At all events Mr. Prescott saw a light in the sky such as he has never seen before. To the part of the story relating to what the light was or what it was doing there he doesn't wish to make affidavit, and as nothing but affidavits are taken when air ships are under discussion, the remainder of his experience is not here repeated.

Mr. Prescott is a man whose reputation for truth and veracity is

rated considerably above par in all commercial reports. Mr. He gained this reputation while doing newspaper work, before he became the servant of the people in an official capacity, and it is unreasonable to suppose that its luster has been dimmed by contact with the boards of aldermen or other cormorants of the city corporation. In fact most people will take what Mr. Prescott has to offer in the air ship line at published prices and await future developments.

Stories of the air ship, coming from the various towns, closely agree. At Hastings, Grand Island, York and North Platte, nothing more than a strange light, moving in the air with upward and downward wavy motion, was seen. Mr. Prescott saw no more than that. But at Inavale, Nebraska, the people who saw it swear they could see the wings of the ship and hear people on board it talk.
1897 February 20 (Sat) Kearney Daily Hub, p. 3.

AIR SHIP STORY AGAIN. / Many Kearney People See the "Lights in the Sky" Friday Eve.

Here it comes again—corroborated and substantiated beyond doubt. Many people who read the account of what City Clerk Prescott saw, even after considering the reliability of the source, were doubtful. The family of Peter O'Brien, clerk of the district court, saw the light and watched it on Wednesday evening—the night it was observed by Mr. Prescott. Their descriptions of it tally exactly with what Mr. Prescott saw.

Now comes Frank Schmidt, the good looking artist of the Hub bindery, and makes oath and affidavit to seeing it Friday evening. About a dozen ladies also witnessed the strange light at the same time, and enough corroborative testimony is now at hand. Mr. Schmidt says the light at first seemed large and bright, and would then dwindle down to a very small spark. It was then seen in the sky west of town, and had the same undulating, uncertain motion, described by all who have seen it. After dwindling down so small it could hardly be seen it would grow brighter and larger, as though approaching nearer. It was impossible to form any correct idea as to what it was, other than a light in the sky.

Several "air ship parties" will watch for the strange phenomenon each evening from now on and an effort will be made to get more accurate descriptions.
1897 February 23 (Tues) Nebraska State Journal, p. 5.

AN AIRSHIP OR ILL-OMEN. / Mysterious Light Sighted in the West by Kearney People.

KEARNEY, Neb., Feb. 22.—(Special.)—Last Wednesday night a new and mysterious light was seen in the west, and since then it has been seen on two or three different occasions by various persons. According to the testimony of those who have seen it. It appears between the hours of 7:30 and 10 p.m., and grows from bright to dim and dim to bright. After remaining apparently in one place for some time, it suddenly takes an undulating motion and finally disappears to the north. What it is, where it came from and where it goes to is a matter causing considerable speculation. Some think it is the wonderful airship reported from California some time ago, and others think it an ill-omen. Any definite and satisfactory explanation concerning it will be thankfully received by the more superstitious. The families of M.A. Brown of the Daily Hub and Peter O'Brien, clerk of the district court, are among those who have seen the mysterious light.
1897 February 23 (Tues) Omaha Bee, p. 2.

AIRSHIP IS SEEN FROM KEARNEY. / Responsible Citizens Are Witnesses of the Mysterious Lights.

KEARNEY, Neb., Feb. 22.—(Special.)—For three or four days past there has been more or less speculation and interest in a mysterious light seen in the west between 7 and 10 o'clock in the evening. It has appeared in the west and seems to grow from a small, faint light into a large, bright one and then diminish again. On two occasions it has remained apparently stationary for an hour or so, and then would take an undulating motion and disappear to the north. Some think it is an air ship and others who are more superstitious think it is a sign of some dire disaster. The light has been seen by some reliable and responsible persons, among whom are the family of M.A. Brown, editor of the Daily Hub, and Peter O'Brien, clerk of the district court. A satisfactory explanation of it would be gladly received by many, as they are getting considerably worked up over it.
1897 February 24 (Wed) Nebraska State Journal (Lincoln), p. 5.

Light Surely Genuine.

M'COOL JUNCTION, Neb., Feb. 23.—(Special.)—The floating lights at night witnessed by two of York's reputable business men and telegraphed to the Journal were not seen by any of M'cool's citizens and, considering that York prides itself on being the most temperate town in the county and state (even its five drug stores were refused druggists' permits) it is all the more a most wonderful phenomenon. Both citizens of York still claim that they saw this wonderful light floating in circles and in different directions.
Feb 24 p.1 (Nov 24, 96!)—Arsp over Cal.
Mar. 5 p. 4—can see Venus in broad daylight
Tues Mar. 9, p. 4 (eds) Neb Notes.—The mysterious air ship has been heard from again, this time at Clarks, where it was seen by a woman who never was drunk in her life.
Th Mar 11 p. 4—Neb. Notes.—Lincoln, Neb.

The flying machine which has been seen in various parts of the state, passed over Wood River at 1:17 a.m. Wednesday morning. The aeronaut must be carrying a big lantern. He was a mile or so high, but the outline of his queer craft was plainly visible.—Wood River Interests.

Feb 11 P. 1—New flying machine—Clayson and Beck of SF apply for patents.

1897 February 24 (Wed eve) (Bowling Green (O.) Daily Sentinel, p. 4

What Was It?

Last evening about 11 o'clock, what seemed to be a bright star made its appearance in the northeastern heavens. It was exceedingly bright and seemed to sway from side to side. About 12 o'clock a spark from it shot off toward the west and was extinguished. Its appearance attracted much attention by those who happened to be out at that time and saw it. (See Apr. Journal in same paper, p. 92)
1897 February 26 (Fri) Nebraska State Journal, p. 3.

SAW A STRANGE LIGHT. / Nebraska Citizens Are Startled by a Supposed Airship.

People of Beatrice, Wymore and Hastings were excited last night over the appearance of a strange light about half a mile above the ground. The light was kite shaped and the color of a lantern. It was visible to the people of Beatrice for a time. Then it would recede to appear again more plainly at some other point. It was proceeding in a northerly direction. It was seen about 10:40 at Beatrice.

Wymore citizens were also treated to a similar sight. It is claimed that fully 100 saw it. It was travelling in a northwesterly direction.

At Hastings it seemed to be about half a mile above ground and was moving towards the Kansas line. They were unable to tell anything about the shape of the ship back of it, but all seemed to be of the opinion that it must be the cigar-shaped vessel which was discovered at Inavale a few weeks ago.

Some think that it was a supernatural light which has appeared in the heavens and will not be convinced that it is an air ship. They contend that it foretells the coming destruction of the world by fire as related by John, the inspired apostle, in the book of Revelation.
1897 February 27 (Sat) Atchison (Kans) Daily Globe, p. 4.

The supposed Kansas airship has been seen in Nebraska, and last night all the telegraph operators in northern Kansas and southern Nebraska were on the lookout for it. Many of them claim to have seen it. It was 10:15 p.m. when Dispatcher Robinson, of the Missouri Pacific's Atchison office, was called by Ike Chidsey, telegraph operator at Falls City. "I expect you will laugh at me," rattled away Chidsey at his instrument, "but while standing on the platform just now, with a dozen persons, we all witnessed a very unusual light. In the heavens to the north we saw what appeared to be a big searchlight, moving in a westerly direction, apparently at a speed of about 60 miles an hour, and in the same portion of the sky a red light, much like a switch lamp, was plainly seen." The conversation continued, Chidsey saying that he could not distinguish the outlines of an airship, as Valley Falls, Kans., people claim to have been able to do about a week ago. The weather was cloudy last night, which may have caused the mysterious sky scraper to be less visible than under more favorable conditions. It was travelling in the direction of Stella, Neb., and the operator there was posted to be on the lookout for it. In a very few minutes he reported that he saw it plainly in the southwest. Then the word was passed all along the lines of the Missouri Pacific and R. and N. as far west as Denver. The curious visitor was reported to have been seen at the following places at the following hours: Beatrice, at 10:30 p.m.; Wymore, at 10:45 p.m.; Hastings, at 12:45 a.m.; Keneas, at 1:30 a.m.; Hartwell, at 3 a.m. All the towns mentioned are in Nebraska. Then it seemed to leave the line of the railroad, and was seen no more. Figuring the time and distance from Falls City to Hartwell, it traveled about 45 miles an hour. Operators at different stations claimed they had seen it for several nights, but were afraid to say anything about it for fear of being laughed at. The phenomenon, it is, of course, nothing else, has worked up a great interest among operators.
1897 February 28 (Sun) Omaha Daily Bee, p. 2.

His Hobby Is Flying Kites. / Juniata Men Who May Be Able to Explain Air Ship Stories.

YORK, Neb., Feb. 27.—(Special.)—The Times of last evening contains an interesting story of a Juniata station agent who flies kites. This is his hobby, and inasmuch as his duties as station agent do not require much of his attention, he has plenty of time to devote to his pet diversion. This man—J.K. McLean—does not do his kite flying to satisfy merely an idle whim, however. He bases his experiments on scientific grounds and is demonstrating some interesting things in connection with aerial flight. He uses several different kinds of kites and all are without tails. The box kites are the most interesting from a scientific point of view. They are composed of a series of planes set at slight angles which present considerable resistance, although not taking much room.

A kit which McLean exhibits in a photograph is of the common kind of tailless kites. It is over eight feet high and five feet wide. McLean occasionally sends up kites a half mile, and at night he attaches a lantern to one of them. He, perhaps, could explain a number of the mysterious heavenly lights which have been startling people in that part of the country recently.

BLUE HILL, Neb., Feb. 27.—(Special.)—A strange looking object was seen last night in the western sky by several prominent and thoroughly reliable citizens of Blue Hill. There is a variety of opinions concerning its form. Tom Delahoyde thought it looked like a tin bucket. W.W. Higgins and K.W. McKinzie say it resembled a rattlesnake of the kind found in Hastings several years since. To Lou Williams it looked like a war ship submerged in water.

M'COOL JUNCTION, Neb., Feb. 27--(Special)--It is now reported that boys at Red Lion mills, east of here, are flying kites at night. Many of them have attached lanterns to the kites and are having lots of fun over the airship stories that have been sent out from neighboring towns. p.20--A New Thing in Air Ship Bicycles (cartoon).
1897 March 1 (Mon) Kearney Daily Hub, p. J. (card 1)

MORE AIR SHIP LORE / A Beatrice Paper Tells a Queer Air Ship Story. / A JUNIATA KITE FLYER WHO SENDS UP LANTERNS. / More Strange Lights Seen By Kearney People. /

One evening recently Superintendent Weston and Lawrence Ketchum were working at the gates at the cotton mill and observed two strange lights, apparently nearly over the Platte river bridge south of Kearney. The two lights kept a relative position north and south, and seemed to have a positive movement. They threw out no rays but apparently the color of the lights changed from a dark yellow to white light. Neither Mr. Weston nor Mr. Ketchum attempt to say what the lights were. /

While on the question of strange lights, the Hub reproduces an extract from a letter, published in good faith by the Woman's Gazette, of Beatrice, by Anton Pallardy, a scientist from the Black Hills who has recently been visiting in Beatrice:

"The air ship which has been seen over Grand Island, Hastings and Beatrice is no myth. It is a reality. Where it was built, I dare not tell you; more than that your readers know that to the northwest of Nebraska is a weird (sic), lonely and strange country known as the Mauvais Terres. There are canons, caverns, nooks and crannies in these bad lands that are so secret and remote from the ordinary pathways that men can and have lived there uninterruptedly for years, with some none to molest or make afraid. It is from these Mauvais Terres the air ship comes. With my three companions we have sailed over Nebraska in a line from the forks of the Platte, along the Little Blue Valley and thence to Manhattan, Kansas, generally at night, returning to the Mauvais Terres in the early morning. Why do we take this route for our experimental trip? I will tell you. It is because of the currents of air that are almost perpetual at an altitude of about one mile. These currents are almost invariable and regular the year round. It is but a six hours trip from the Mauvais Terres to the junction of the Blue with the Kansas river. It was necessary that we should become familiar with the earth configurations lying under our aerial track. Hence I am in your city to make some necessary investigations, in order that we may obtain a title to the route over which we propose to operate our ship. We make these experimental trips in order to familiarize people beneath us with our ship so that they may not become frightened, and should some accident happen to our ship, that we should have to descend, that we would be among friends, and not arrested as trespassers. We have chosen this experimental route, because all the conditions are favorable. Being nearer the center of the continent, we are less subject to the influences of trade winds, ocean currents and the like.

"At the surface of the earth and for half a mile above it occurs at intervals violent winds, tornadoes in summer and blizzards in winter. At an altitude of 5,000 feet, the air is comparatively quiet except in the regular currents that flow from the north west in the morning.

"For prudential reasons I dare not describe our ship in detail to you. Those who have seen it, know its general appearance to be 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. This then is the air ship in brief, and its description will correspond with the observations of those who have obtained a good look at it.

"I have shown you why we travel at night, simply to escape too close observation, until we have made a few further improvements that we see are necessary to the successful and formal public trial of our air ship. The kindness that I have received at Beatrice, through a stranger, has influenced me to plead with my partners to name this first successful air ship the "Beatrice."

"I very much regret to announce, that while we were sailing over the town of Odell, in your county, last Saturday night that a small flask of helium fell from the car and exploded with a loud noise and set fire to a barn near or in Odell. The people of that section thought of course, that it was a winter thunder storm, and that the exploding helium was a flash of lightning. This will explain an unaccountable phenomenon happening there that evening. Anton Pallardy."

The York Times, however, publishes the most logical conclusion yet reached regarding the strange lights. It says: "J.R. McLean, a station agent at Juniata flies kites. This is his hobby and inasmuch as his duties as station agent do not require much of his attention, he has plenty of time to devote to his pet diversion. He does not do his kite flying to satisfy merely an idle whim. He bases his experiments upon scientific grounds, and is demonstrating some interesting things in connection with aerial flight. A kite which McLean exhibits in a photograph is of the common kind of tailless kites. It is over eight feet high and five feet wide. McLean occasionally sends up his kites a half mile, and at night he attaches a lantern to one of them. He, perhaps, could explain a number of the mysterious heavenly lights which have been startling people."

1897 March 2 (Tues) Omaha World-Herald, p. 6.

(card 1)

EXPERTS ON THE "AIRSHIP" / Some Nebraska Landmen Size Up the Apparition of the Celestial Craft. / Each Has an Opinion That Is Copyrighted, Original and Nobody Else's. / A City Jailor, a Union Pacific Trainman and a Western Cattleman Give Opinions Upon It. /

Conjecture is rife over the "airship," or celestial craft that has been sailing over the country for some weeks, and was first sighted at Sacramento. The same elevation, the same colored lights and the same steering course have been reported from point to point, but the California opinion has met many Doubting Thomases. Reputable private citizens in Kearney, and South Omaha and Omaha, who reported sighting the aerial navigator, have been recipients of circulars from Keesley institutes and calls from some Good Templar lodges. Even the modern theory that the sky-rocket was no more than a train of weather office box kites has been frowned down by Forecaster Welch, who has insinuated that its very existence pertained to Collector North's department—that of internal revenue—and not to that branch of Secretary Norton's bureau, to which he himself has the honor to belong. In this extension the World-Herald has sought and obtained a number of careful opinions, which are herewith submitted:

PATSEY HAYES'S PHILOSOPHY.

"All dis guff about the airship makes me weak!" observed Patsey Hayes, the jailor at police headquarters. "All dere is to dis is dat some man has been runnin' up agin de wrong kind o' booze. Dere's different kinds of de red liquor; dat which makes youse see snakes, and dat which makes youse see balloons and airships.

"Dere was a guy in de jail here once dat tought dat dere was moonkeys climbin' around de cage and dat a couple of 'gators was tryin' fer his legs, and it took a pint of jag juice to git de notions outen his nut. Now I ax ain't sayin' dat dere is no such ting as airships, nor am I castin' reflections on de 'racity of de guys what say dat dey have seen de ship; what I want ter git at is dis: Dere ain't no airships flyin' around Omaha or over Omaha. I ain't castin' any doubts upon de sayin' of his nibs what seen de ship or radder de lights what he thought belonged to de ships. Dat's all right, all right. He seen 'em, and I'll be de bones on it; any ole man can see de lights if he's feelin' well.

"But I wants a ter give youse a straight tip on dese lights. Dey wasn't no no airships. Dey're what youse would call a mirage. You can get de big book on de rack and look up dat word if youse don't grasp it. Well, dis mirage was caused by de heated debates on de exposition bill down in Lincoln; dat's de trut. De guys down dere, ye' see, gets all het up talkin' on de bill and dey has to open der winders to let it out to prevent de woodwork from catchin' fire, and of course de heat rises and throws dem different lights up on de clouds, and dat's de mirage. See?

BRAKEMAN WILLIAMS' VIEWS.

"I don't know anything about the airship," remarked Joe Williams, the Union Pacific passenger brakeman. "I guess it's all right, but somebody has got mixed up with the switch lights and can't tell 'em from the semaphore or a lantern. Some man got his freight on and pulled off the main line onto a sidetrack, and when No. 2 went by on the main line he thought it was an airship. You see he may have had a rear-end collision with a lamp post somewhere and hax broke his air brakes so that he was running wild, and that's how he got off on the siding. If he hadn't he'd made directix connections with the celestial train, for No. 2 had the right of way.

"You see this Omaha booze they sell along the tracks has a name of putting out ordinary lights and if a man gets loaded with it he can't run on schedule time, even if it's on an Ogden and Hot Springs card. He can't get up steam, you know. He might start out with a clear track ahead, but the first thing he'd know he'd bring up in the ditch if there wasn't a siding; and he'd be pretty sure to dump his load somewhere before he'd gotten out of the yards.

"When he's running this way you know he can't be expected to keep orders or even to read 'em, and as soon as he lands in the ditch or takes a siding it's all up with him. The chances are that he had turned over in the collision and consequently thought that he was looking up into heaven instead of up the bank to the main line. The varied colors are all right; he could see any kind of an old a color."

JOHN KEITH'S OPINION.

"I've read about the airship in the papers," said John Keith, the well known stockman from Sutherland, "but don't put much stock in it. It looks to me as though some man had wandered off the range and wasn't able to make out the brand in the dark, and so called it an airship, as he had to report it.

"He might have wandered into a buffalo wallow and got a little mixed up on the way the herd was drifting, and when he rounded himself into the corral he thought that he had seen some mysterious maverick up in the skies with lights attached. It's possible, too, that he had stumped himself with frontier liquor, which would have helped him out and prevented him from distinguishing a shorthorn from Texas. They could have all been canners and he'd have sworn they were corn fed.

"If the cowboy had been thrown off his broncho he might have seen lights and imagined that he'd been struck by an airship and thus called it that, but my private opinion is that he was simply straining the boys."

1897 March 3 (Wed) Kearney Daily Hub, p. 2.

(card 1)

HOW IT STARTED / Stories of Seeing the Airship in Western Nebraska. / A TRAINMAN AND A RANGEE TELL ALL ABOUT IT. / Explanations That Are Not Satisfactory nor Plausible. /

Conjecture is rife over the "airship" or celestial craft that has been sailing over the country for some weeks, and was first sighted at

Sacramento. The same elevation, the same colored lights and the same steering course have been reported from point to point, but the California opinion has met many Doubting Thomases. Reputable private citizens in Kearney, and South Omaha and Omaha, who reported sighting the aerial navigator, have been recipients of circulars from Keelley institutes and calls from some Good Templar lodges, says the Omaha World-Herald. Even the modern theory that the sky-rocket was no more than a train of weather office box kites has been frowned down by Forecaster Welch, who has insinuated that its very existence pertained to Collector North's department—that of internal revenue—and not to that branch of Secretary Morton's bureau, to which he himself has the honor to belong. Following is published two scientific opinions on the aerial wonder:

"I don't know anything about the air ship," remarked Joe Williams, the Union Pacific passenger brakeman. "I guess it's all right, but somebody has got mixed up with the switch lights and can't tell 'em from the semaphores or a lantern. Some man got his freight on and pulled off the main line onto a sidetrack, and when No. 2 went by on the main line he thought it was an air ship. You see he may have had a rear-end collision with a lamp post somewhere and broke his air brakes so that he was running wild, and that's how he got off on the siding. If he hadn't he'd made direct connections with the celestial train, for No. 2 had the right of way. You see this Omaha booze, they sell along the tracks has a name of putting out ordinary lights and if a man gets loaded with it he can't run on schedule time, even if it's on an Ogden & Hot Springs card. He can't get up steam you know. He might start out with a clear track ahead, but the first thing he'd know h'd bring up in the ditch as if there wasn't a siding, and he'd be pretty sure to dump his load somewhere before he'd gotten out of the yards. When he's running this way you know he can't be expected to keep orders or even to read 'em, and as soon as he lands in the ditch or takes at a siding it's all up with him. The chances are that he had turned over in the collision and consequently thought that he was looking up into heaven instead of up the bank to the main line. The varied colors are all right; he could see any kind of an old color."

"I've read about the airship in the papers," said John Keith, the well known stockman from Sutherland, "but don't put much stock in it. It looks to me as though some man had wandered off the range and wasn't able to make out the brank in the dark, and so called it an airship, so he had to report it."

"He might have wandered into a buffalo wallow and got a little mixed up on the way the herd was drifting, and when he rounded himself into the corral he thought that he had seen some mysterious maverick up in the skies with light attached. It's possible, too, that he had stampeded himself with frontier liquor, which would have helped him out and prevented him from distinguishing a shorthorn from a Texan. They could have all been [cappers] and he'd have sworn that they were corn fed."

"If the cowboy had been thrown off his broncho he might have seen lights and imagined that he'd been struck by an airship and thus called it that, but my private opinion is that he was simply stringing the nose."

1897 March 5 (F.) Omaha Daily Bee, p. 1.

Air Ship May Be a Falling Star. / Bright and Mysterious Light Seen in the Heavens by Clarks People.

CLARKS, Neb., March 4--(Special)--The strange star that has been exciting people elsewhere in the state has made its appearance here. Miss Viola Daniels, a young woman living a short distance out in the country, reports that she saw it the other night. She is entirely trustworthy and there is no reason to doubt her statements. About 9 o'clock in the evening she saw the light come up from the north, traveling very swiftly. It was very large Miss Daniels says, appearing like a giant ball of fire. When almost opposite her it went partly to pieces, two large pieces shooting downward and brightly illuminating the earth. The main star disappeared swiftly to the southward. Miss Daniels' story is substantiated to some extent by Mrs. John Wilson of this town. On the same night she was lying awake on the bed with her daughter, who is ill, when the room was suddenly lighted up by a very bright light--the brightest she has ever seen. It almost as quickly disappeared. Mrs. Wilson feels sure that the light came from the heavens. The appearance of the strange star has excited a good many people here and all sorts of theories are advanced to explain it. Some declare it portends dire disaster to the country.

1897 March 8 (Mon) Kearney (Neb) Hub, p. 3.

The Air Ship Again.

As a great many people are interested in "airships" just now the Hub clips the following from the Leon, Kansas, Indicator: "A. H. Barker exhibited his flying machine at the Opera House last Saturday night--despite the inclemency of the weather, to a fair-sized audience. It was the first time that our people had seen the machine, and we hear many expressions of faith in its practicability."

Wed. March 10 p. 2--The Strange Light Seen.

The family of Mr. C.J. Straud, living on Avenue C and 17th, Tuesday night witnessed the strange light that has been seen in so many different places in Nebraska of late. The light was first seen about 9:15 in the evening and disappeared in the northwest about 10 o'clock. It came from the southwest, was very brilliant, and seemed to be travelling at a very great speed. The elevation was impossible to approximate, although it seemed to be very high in the air.

11, p. 3--Astronomy article says light of Venus sometimes mistaken for light of an airship.

LIGHT SEEN AGAIN / C.W. Hodges Sees a Strange Phenomenon in the Sky. / LIGHT SEEN TRAVELS RAPIDLY TOWARD THE NORTHWEST. / Was Seen in the East at Dawn of Thursday Morning.

People may talk all they please about the strange light that has been reported seen in the sky so often of late, and claim that those who have seen it don't know a star from an air ship until they are gray-headed, but they won't make C.W. Hodges believe anything of the kind. Until Thursday morning he was one of the scoffers, and didn't take much stock in air-ships, but he talks about it now in a serious manner. He has seen something himself--that it was, he doesn't pretend to say, other than a very bright light--and is now willing to believe that other people have not been fooled by the stars.

Thursday morning he was leaving his home for work. He lives at Thirtieth and G, and holds a bench at Marti's harness shop. When a short distance from the house he happened to look up and was astonished to see a very large and bright light rapidly passing over. When first seen it was almost directly overhead, seemingly between a half and a mile high. It was travelling very rapidly toward a little north of northwest, and in a very few moments disappeared over the hills northwest of town.

Mr. Hodges describes the light as a very bright, white light, seemingly from twelve to sixteen feet long. It was seen at six o'clock and seven minutes, when the stars had nearly disappeared in the morning dawn. Nothing could be seen of it excepting the light. When he first saw it he thought he would go back to the house and call his mother out to look at the strange sight. Before he had reached home the light disappeared over the hills.

Mr. Hodges doesn't know whether the light seen belonged to an air ship or not. One thing he does know is that it travelled very swiftly, and was seen when it was so light that one had to look twice to locate a star. When he discovered the light he was not looking for air ships nor thinking of them. He is not in the least superstitious, and doesn't believe that he has seen anything supernatural.

While the reporter was talking to Mr. Hodges, a gentleman in the shop said that last year someone had predicted that Kearney would be destroyed by an aerial visitor, who would drop from the clouds, begin work on a certain street and exterminate the town. The name of the false prophet was not given, but the fact that such idle prophecies are repeated shows what strange speculations are indulged in over the strange light seen.

1897 March 15 (Mon) Kearney (Neb) Hub, p. 2.

The Strange Light Again.

The Hub's mind-reader states that Charlie Bessie saw the "air-ship" the other evening. Mr. Bessie describes it much the same as other people have, who have seen it. It was merely a moving light, and Mr. Bessie is now more than ever convinced that everybody who have [] seen the strange lights have not been looking at the stars.

Monday's State Journal says: "Operators in Chalco and South Omaha reported last night that they had sighted the airship which has been troubling Nebraskans lately. Chalco reported it visible at 10:25, South Omaha reported it at 9:45. He said it came from the southeast and was traveling in a northwesterly direction. The light was the only thing noticed in each instance."

Fri Mar. 19 p. 3--Spice / Kite flying has now become a favorite pastime in Kearney with Kearney boys, and anyone can see airships now at any time of the day almost.

1897 March 16 (Tues) Nebraska State Journal (Lincoln), p. 3.

That Strange Light Again.

NORTH LOUP, Neb., March 15.--(Special.)--A remarkably brilliant ball of fire was seen in the sky by many persons who happened to be out late on Saturday night. They describe it as having appeared in the western heavens and that its course appeared to be peculiarly irregular and erratic--sometimes moving upwards and sometimes the reverse, while its brilliancy also varied greatly, and that it frequently threw out dazzling sheets or streaks of sparks. Its brilliancy must have been considerable, since the snow on the ground and the bright light of the moon made the evening one exceptionally unfavorable for meteoric observation.

1897 March 16 (Tues) Omaha Daily Bee, p. 7.

(card 1)

VISIONS OF AN AIRSHIP. / It Carried a Huge Light, but Form of the Ship Not Distinct. / Heavenly Visitor Seen at South Omaha. / Wanderer Through Space Said to Have Appeared to Parties Who Were Returning Home From Church.

The mysterious airship has again sailed across the heavens in the vicinity of this city. At least the thing which is supposed to be an airboat that someone in this state is responsible for is believed to have been the object seen about church time Sunday night. A view of the object, however, seems to have been confined to South Omaha. The "thing" flashed into view about 9:30 o'clock. It appeared to be coming from the southeast. It had the appearance of a big engine head-light and floated off toward the west and north and finally disappeared behind some buildings. It was in sight something over half an hour, the people who saw it estimating it was a few minutes after 10 o'clock when it sank out of sight. Among those who saw the strange object was I. J. Copenhaver, who is one of the composers on The Bee and who lives at 26th and H streets, South Omaha. Mr. Copenhaver does not drink any exhilarating liquids and in addition was coming home from

church at the time. He, with several others, saw the object very distinctly and could not be mistaken.

"We thought at first that it was a balloon," said Mr. Copenhaver. "If there is such a thing as an airship, however, I believe now that it was one. There was a bright light about a foot in diameter and some of us who saw it thought that we could distinguish some dark body below the light, but we might have been mistaken in that."

Mr. Copenhaver and his friends are not the only people in South Omaha who saw the stranger. Some railroad men working in the north end of the railroad yards near the Burlington switch shanty saw it. It had then altered its course and was sailing toward the northeast. The men watched it until it disappeared.

Sunday night was the second time that the visitor has appeared in South Omaha. The "thing" showed itself a couple of weeks ago. At that time it was very much like Sunday night's visitor. All that could be seen was a big light that burned very steadily. Nothing definite could be distinguished regarding any other part of it. On the occasion of that visitation, the object caused a good deal of speculation, and that has been increased now that it has appeared a second time. Some South Omaha people think that it is a big star, which is predicting the end of the world, or something else. Those who have seen it, however, say that the "thing" is not a star at all. Besides being too large, it appears to be floating not very far from the earth. No one, however, has been fortunate enough to distinguish more than the light.

During the past few months there have been several reports of an individual in the state who is working on an airship. The inventor has been located somewhere near Hastings, but he has succeeded in keeping his identity pretty well concealed. They say that he does not want his airship invention to be stolen by unprincipled individuals.

March 16, 1897 Chicago Tribune (Tues.) p. 1

Omaha People See An Airship.

Observe a Light Resembling an Immense Headlight Moves Over the City from the Southwest.

Omaha, Nebraska, March 15.—(Special.)—Omaha people are much interested in a supposed airship that sailed across the heavens in the vicinity of this city last night. The object flashed into view about 9:30 o'clock. It appeared to be coming from the southeast. It had the appearance of a big engine headlight, and floated off toward the west and north and finally disappeared. It was in sight more than half an hour.

Among those who saw the strange object was I. J. Copenhaver.

"We thought at first it was a balloon," said Mr. Copenhaver. "If there is such a thing as an airship, however, I believe now it was one. There was a bright light about a foot in diameter, and some of us who saw it thought that we could distinguish some dark body below the light."

During the last few months there have been several reports regarding an individual in the State who is working on an airship. The inventor has been located somewhere near Hastings.

Thurs. March 25, 1897, p. 1—Venus Attracts Attention.

(The Evening Star appears exceptionally brilliant in the west, and readers have asked if it is a new star, or the Star of Bethlehem returned.)

March 17—St. Patrick's Day fight between Corbett and Fitzsimmons, the latter winning the heavyweight championship in Carson City, Nev.

Early March—The Chi Tri runs feature on the power of X rays to communicate, also destroy ships. End of the World prophecy preached by black minister.

March 20, p. 1—During a cloudy day the city becomes darker, then suddenly at 4:41 for a full minute the city is dark as night.

April 6, p. 1—(cartoon) Descent of Aeronaut Marlan (mayoral candidate), who falls out of a balloon and misses the mayor's throne. Cuba is much in the news.

1897 March 19 (Fri) Kearney (Neb) Daily Hub, p. 2.

AIRSHIP TESTIMONY. / Tom Gass Tells a Few Things About Air Ships Not Generally Known.

A reporter wishing to get an idea of the air ship from an expert this morning interviewed Tom Gass, and found him a walking cyclopedia of knowledge on the subject of aerial transit. Learning that he was to be interviewed, Mr. Gass threw caution to the wind, and talked as freely and unreservedly as a phonograph.

"Did you ever see an airship?" queried the reporter.

"Never in my waking hours," was the reply.

"What would you do should you see one?"

"That depends. If I were near a newspaper man I would keep my mouth continually closed."

"If you saw one do you think you would do anything you might afterwards be sorry for?"

"I might. If I should see an airship with snakes for passengers I probably would take the Keeley cure."

"If there were no snakes?"

"I would question the integrity of my eyesight."

"It has been intimated that once or twice you have gone straight up."

"Probably true but I always light on my feet without assistance."

"What do you think this airship is that everybody is seeing and talking of?"

"One of Norris Brown's air castles that floated beyond his reach and got away."

"Do you think anyone has ever seen it?"

"Yes. Charley Bessie saw it."

"Do you want this interview published?"

"No."

1897 March 22 (Mon) Nebraska State Journal, p. 3.

Venus Shines in Broad Daylight.

TABLE ROCK, Neb., March 21.—(Special.)—From about noon yesterday till the heavens became clouded a majority of the people here seemed to be gazing heavenward. Someone had made the discovery that Venus could be plainly seen shining, seemingly oblivious of the fact that it was broad daylight. Several persons declared that it was the veritable air ship which has been floating around over Nebraska recently, trying to frighten the members of the Nebraska legislature into a sense of their duty. And yet Table Rock has always been considered a temperance town.

1897 March 22 (Mon) St. Paul Pioneer Press (Minn.), p. 3.

Sioux City's Air Ship. / Several People Claim to Have Seen the Machine.

Sioux City, Special, March 21.—Those who wish to see Sioux City's air ship should be out between 9 and 11 p.m. with their telescopes covering the heavens between Smith's Villa addition and the Nebraska side of the Big Muddy. It was seen three weeks ago by train crews on the Sioux City road. Twice after that the same men had glimpses of the machine. Now several residents of the western part of the city claim to have been added to the list. The witnesses do not insist that the visitant is an air ship but they positively deny that it can be a paper balloon. It is evidently under perfect control, traveling in a bee line at a uniform distance from the earth and carries a row of lights at each side of the color of incandescent lamps. If it isn't an air ship, what is it?

1897 March 24 (Wed) Detroit Evening News, p. 4

Wolverine Tidbits.

Holland—A beautiful ball of fire was seen in the clouds the other night. One moment it was brilliant, the next dimmed, as if covered by a veil. It lasted about an hour.

Mon. June 21—meteor showers sparks over Troy, S.C.; blacks frightened

1897 March 25 (Tues) Green Bay (Wis) Gazette, p. 3.

IT'S ONLY A STAR. / Imaginative Yarn Circulated About the Evening Star.

It is not probable that Venus, the evening star, has ever before attracted quite as much attention in Green Bay as is the case just at present. Some genius of vivid imagination who evidently had never heard of Venus started the story that the brilliant star which is now visible during the fore part of the night and gradually sinks below the horizon was nothing more than the electric light suspended over St. Paul for purposes of scientific investigation.

It's a pretty good yarn and several people have been found who believe it, but the light is the evening star. St. Paul people haven't any string tied to it.

1897 March 27 (Sat) Kansas City Times, p. 5.

Say They Saw an Airship. / Strange Nocturnal Visitor Hovers Above the Town of Belleville, Kans. / Special to the Kansas City Times.

Belleville, Kans., March 26.—J. A. Rea, operator at the Rock Island depot; Nealeigh of the Rock Island lunch room and two other men, saw at 9:20 last evening an airship above this city. The light appeared to be a mile above the earth, and looked half the size of a locomotive headlight.

Mr. Rea first saw the strange light, and watched it all the time it hovered over the city, 45 minutes, when it traveled rapidly away to the northwest. It seemed to be governed by human agency. The light was bluish and seemed to come from a strong reflector, and the rays were plainly visible. Its course when departing was exactly opposite the earth wind current of air.

Tonight at 10 o'clock the mysterious light was again seen by Ed Patterson, Claude Moon, Chris Bell, Henry Fisher and six other responsible persons. This time it appeared only half as high as on Tuesday, and the light was so strong as to reflect brightly through windows. At times the light would disappear, and then in an instant flash out again. Its course was erratic while over the town it would rise and fall, and otherwise change positions rapidly. This time the object remained half an hour, when it started rapidly north and was soon beyond the horizon.

Fifteen minutes later the same strange sight was seen by the same people. It appeared to be ten miles southwest of here. The witnesses are credible men, and our people are becoming interested in the strange nocturnal visitor, and arrangements are being made to notify the people of the next visit.

Sun. Mar 28 p. 4—Several people of Bellevue, Kans., have seen airships floating in the circumambient ether. And Kansas is a prohibition state!

Mon. Mar. 15 p. 4—Those citizens of Kansas towns who have seen a strange looking air ship sailing over their heads with voices issuing from it should swear off at once.

1897 March 27 (Sat) Galveston (Tex) Daily News, p. 2.

Saw a Meteor. / Brenham People Startled in the Afternoon by the Appearance of One.

Brenham, Tex., March 26.—At 1:20 o'clock this afternoon by the town clock a large meteor passed over Brenham from southwest to northeast. When it reached a point about half way between the zenith and the horizon it appeared to burst into fragments, though no report was heard by those who were watching the phenomena. After the explosion there arose a white smoke or cloud at first in a wavy line, almost like the letter S or an interrogation point. This smoke remained in posit-

lon for about ten minutes and then began to separate and finally disappeared.

The meteor is described by several who saw it as a bright ball of fire, burning with a bright white light in front and leaving a bluish white trail in its wake.

Mar. 29, p. 3--The Meteor. / Saw It From Marlin.

Marlin, Tex., March 25[81].--One of the guests at the Arlington hotel, standing on the veranda on the 26th instant, saw the meteor, which was described by the correspondent at Brenham in the issue of the 27th instant. It was in a southeasterly direction and was traveling northeast. It seemed to dissolve while he was watching it, leaving a cloud of smoke.

Meteoric Display.

Huntsville, Tex., March 28.--The meteoric display described in the News of the 28th, from Brenham, was also witnessed by several here, the white cloud or smoke being much in evidence after the rumbling had passed over. An explanation of the phenomena would prove of interest.

Apr. 11 p.22--Past Month's Weather.

On Mar. 26 Mr. J.S. Skinner of Galveston and others while out hunting on Bolivar observed a bright meteor at 1:30 p.m. The meteor moved fr the SW tow the NE and left a long trail of white smoke or clouds, & became very bright before bursting. It was visible for abt 20 secs., c its trail of smoke & clouds, including where it exploded, was probably visible for more than 10 min. The sky was clear at this time and the wind from the S. The m. was also observed at Brenham, Huntsville, & Melbourne, & it was reptd fr H. that a rumbling sound was heard during its passage.
1897 March 28 (Sun) Topeka Daily Capital, p. 1. (card 1)

STRANGE LIGHT IN THE SKY. / Was It the Headlight of An Airship? / HUNDREDS GAZED AT IT. / Some Thought It Moved; Others Were Unertain. / IT WENT OUT SUDDENLY / Red Light About the Size of a Human Hand. / CAME WEST OF THE CITY / And This Is No "Pipe" Story Either, But the Plain, Unvarnished Truth to Which Many Will Testify. /

Did you see the "airship" last night? Perhaps it will reappear again tonight; look for it in the west.
For several days the Capital has been receiving special dispatches from near-by towns about airships floating around at night. In each of these dispatches the machine carried a huge headlight. All these dispatches were of course thrown into the waste-paper basket, and the correspondents' names placed in the "doubtful" column. Several country papers took the airship story up and used it for a "shocker." And now it turns out that perhaps the country people are not so far wrong aft; all!

About 9 o'clock last night a dispatch was received in Topeka stating that the air ship would reach here about 9:30, and it really appeared on schedule time. Perhaps it was not an air ship, but it was something--something startling. It appeared in the heavens, west of the city. It seemed as if about one thousand Topekans saw it about the same time, and they were all kind enough to notify the Capital office about it by telephone. It came near driving the usually patient telephone girl to drink.

Six fleet-footed reporters were pushed out into the night with instructions to run the thing down or never come back. At 2 o'clock this morning just one of the reporters had been heard from--he telephoned from Rossville that he thought he could find work in Chicago.

But there the monster was! Hundreds of people were watching it, to see if they could distinguish any wings or other things. Some said it was stationary; others were certain that it moved. Tom Anderson said it was Venus; said he knew Venus since he was a child in petticoats. But your uncle was wrong this time. Certainly it was not a star--the light was too red and too large to be a star. Some thought it was a comet; others were sure it was a mirage. As a matter of fact it would disappear and reappear, and there were many who could see it travelling through space.

None of the local astronomers dared to venture out of their houses--they always want time to think over these things before committing themselves. But there the thing was, and it made the cold chills run up and down many a man's back. Could it be that some ingenious Kansan had succeeded in perfecting a machine that really worked? And was he testing his machine at night so some thief could not steal his idea and patent it before he could get to Washington. And was Kansas to have all this honor thrust upon her!

The light disappeared suddenly. No one could guess where it had gone, but the fact that it had disappeared suddenly proved that it was not a star.

The best view of the strange light could be obtained from the corner of Seventh street and the avenue. At one time there was a crowd of 200 people gazing at it. There were many learned people in the crowd who advanced all sorts of solutions.

The firemen at the headquarters station procured field glasses and different persons who gazed through the glasses would give information to the crowd. Mike Waggoner had the best eyesight and imagination.

"It's coming this way," he shouted to the crowd. "It's getting higher and that is a sure sign it's coming our way. If it were going the other way it would come down lower."

"Say," said Nick Chiles, "that looks like one of the Sun vapor street lights we used to have."

"Oh, rats," exclaimed Major Tom Anderson. "If that isn't Venus, I never saw her before. Don't you know Venus is the evening star now?"

"She's struck the city limits," yelled some one. "Telephone to Tim Donovan to go down and arrest her."

"It's brighter than it was a while ago," said L.S. Woolverton. "looks just like an electric light."

"O.L. Clarke: "I just read in the paper yesterday that the airsh was headed this way. That is it, sure. I don't believe that is a st I have seen stars before."

The dispatch from Belleville read as follows: Belleville, Kan., March 27.--The air ship was seen at Belleville, Kan., again last night about 10 o'clock going south, also at 5 o'clock this morning going back north. It seems to be under perfect control and lowers and raises moving north and south at will of the operator. It has an electric head light which appears in they sky larger than the headlight of an engine and its movements are rapid and mysterious.

More than fifty people watched it last night until it disappeared in the southwest, and many have seen it in this vicinity for the past four nights. Its speed is estimated to be ~~xxxxx~~ from sixty to seventy-five miles an hour. It passed over Belleville the other night lighting up the houses and city like an immense meteor and seemed to stop a little northeast of the city, remaining almost stationary for about twenty or thirty minutes, then sailed rapidly up and down going northwest, then south passing below than above some scattering clouds and moving in a playful manner, finally disappearing in the distance; appearing again at 2 o'clock going south and returned north about 5 o'clock in the morning.

It is supposed to be the work of an inventor who is experimenting secretly with the machine and travels at night testing the speed and control of the movements of the ship.
1897 March 28 (Sun) Kansas City Star, p. 2.

Take Venus for an Airship. / The Credulous of Neighboring Villages Greatly Excited Over the Planet.

The planet Venus, which is about 26 million miles from the earth and which glows with great brilliancy in the northwestern heavens, has been taken by credulous correspondents in various parts of Kansas for a fully equipped airship cruising about among the clouds within a few miles of the earth's surface. These correspondents, with more imagination than astronomy, have telegraphed stories to various Kansas City and St. Louis papers describing the monster. The telegrams invariably say:

"J.A. Fakir, James Snorter and half a dozen other reputable citizens of this place saw an airship floating above this city this evening at 9:20. It carried a huge light half as large as a locomotive headlight. Mr. & Snorter, who keeps the railway lunch stand at this place saw the strange sight first. He watched it hovering over the city for three-quarters of an hour and then it traveled rapidly away to the northwest. It was undoubtedly governed by human agency, as it traveled against the wind. The light was bluish and seemed to be reinforced by a strong reflector. Fifteen minutes after this uncanny visitor disappeared beyond the horizon here it was seen fifteen miles northwest of here by farmers. Arrangements are being made to alarm the neighborhood if this nocturnal visitor again appears."

Some of the correspondents say that it is supposed that this harmless planet, which is the nearest neighbor of the earth, is an airship of the British War department, spying through the country for fortifications. The stories have been given some circulation, and Friday at night members of one family in Kansas City, Kansas, declared that they saw the strange craft of the air with its blazing beacon light. The story was passed from mouth to mouth and last evening hundreds of people of that city viewed the planet with awe, and the question on every lip was:

"Have you seen the airship?"
Many of the people actually believed that it was an airship. It disappeared from view about 9:30 o'clock.

Venus is now the evening star and is giving forth its brightest light. It was bright enough on March 21 to cast a shadow. It is now on the wane.
1897 March 28 (Sun) Detroit Free Press, p. 17.

A BRILLIANT SPECTACLE. / An Ignorance That Was Not Altogether Blissful.

Some weeks ago a story was circulated in Harrisburg that there would be visible in the western sky soon after sunset a brilliant light which was nothing less wonderful, the rumor told, than a huge electric spark which some scientists were sending up nightly over Pittsburg.

The story spread rapidly, and when evening came the streets were filled with credulous people who gazed with amazement at the brilliant orb, which, true to report, shone out bright and clear. The newspapers of Harrisburg commented on the occurrence the following day and told the people that the xxx story of the electric light was a fake, and that the ball of fire was simply the planet Venus, which had been shining there at corresponding seasons for ages and would doubtless continue to illuminate that part of the heavens until the world should be no more.

The Harrisburg people perceived that they had been duped and were ashamed at their display of ignorance. But a week later the same story was spread in the town of West Chester, and the usually intelligent people of that borough went through the same performance of admiring the wonderful electric light. The newspapers again assured the role of instructors in astronomy, and Venus was for the second time given proper credit for the evening illumination. But ignorance will not down, and last week the good people of Lancaster, having heard the story, went out after sunset and beheld with amazement the glowing orb that had already brought so much fame to the scientists of Pittsburg. There are some doubting Thomases, however, among the Lancastrians, and the story was not accepted universally. A pilgrimage was made to the observatory on the grounds of Franklin and Marshall college, and there

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a glance through the telescope dissipated at once all belief in the story that, singularly enough, had found lodgment in the minds of the people in three distinct localities.

Where the display of ignorance may break out next is problematical. Perhaps the delusion is at an end. But all this should point the lesson that the facts of the world in which we live are not taught plainly and intelligently enough in the schools, and the habit of observation is scarcely taught at all. If children in the schools were given some rudimentary instruction in astronomy, or at least had their attention drawn to the wonders of the heavens, there would be no such displays of ignorance as have broken out in this state, and the people would have a better chance to enjoy the world, because they could appreciate some of its many beauties.—Philadelphia Times.

1897 March 29 (Mon) Kansas City Times, p. 1.

(card 1)

NEITHER STAR NOR PLANET / ERUDITE TOPEKANS INSIST THEY WITNESSED A STRANGE LIGHT. / Idea that the Crowd Mistook Venus for the Frakish Visitor is Scouted—Governor Leedy, Secretary Little and Editor Chase Testify in Behalf of Science and Truth—What They Saw at Belleville. / Special to the Kansas City Times.

Topeka, Kan., March 28.—Half the population of Topeka watched the western sky tonight for an airship. The report of last night's aerial visitor spread like wildfire, and it was the principal topic of conversation throughout the city today. A colored minister preached a sermon about it. But the patience of the watchers tonight was not awarded. The strange, blood-red light did not again appear. The only star near where the light of last night was seen was Venus, and some people who were not out last night made the assertion that the people had been fooled by that planet, that she was the only airship in sight. But there can be no truth in this assertion. The light seen last night probably may not have been an air ship, but it certainly was neither a star nor a planet. The light moved parallel with the horizon and with great rapidity. Stars do not perform these feats. Neither do planets. And then when the strange light was reddest there was Venus, a short distance to the right, shining forth in all her effulgent glory. Again, when the midnight watchers caught another glimpse of the light, Venus had long before sunk to rest.

Major Tom Anderson holds to the Venus theory. The major may know how to get the Topeka pension agency, but he is short on stars. His star-gazing days are past. Fred Freeman, cashier of the Bank of Topeka watched the light twenty minutes from the rooms of the Commercial club. "It wasn't a star," Mr. Freeman said. "At any rate, it wasn't like the stars with which I am familiar. In the twenty minutes I watched the thing it passed behind the First Presbyterian church and appeared on the other side, traveling parallel with the horizon. It was very brilliant at times, like an electric light. At other times it was a dark red. I couldn't see any airship about it, but it certainly is something odd."

Harold T. Chase, editor of the Topeka Capitol, said: "I saw the light last night about half-past 9 o'clock, from the State house steps. Among others there were Governor Leedy and Private Secretary Little. The light could not have been a star. It had neither the shape nor the color of any planet or known star. It was large, oblong and as red as blood. It disappeared while I walked three blocks."

J. A. Rea, the Rock Island operator at Belleville, telegraphs that he is still confident that he saw an airship. "I know it," he said. "I could distinguish the ship. I am watching tonight, but at 10 o'clock nothing has been seen." Another dispatch from Belleville says:

"The air ship was seen at Belleville, Kan., again last night about 10 o'clock going south and also at 5 o'clock this morning going back north. It seems to be under perfect control and lowers and raises moving north and south at will of the operator. It has an electric headlight which appears in the sky larger than the headlight of an engine and its movements are rapid and mysterious.

"More than fifty people watched it last night until it disappeared in the southwest and many have seen it in this vicinity for the past four nights. Its speed is estimated to be from sixty to seventy-five miles an hour. It passed over Belleville the other night lighting up the houses and city like an immense meteor and seemed to stop a little northeast of the city, remaining almost stationary for about twenty or thirty minutes, then sailed rapidly up and down going northwest, then south, passing below then above some scattering clouds and moving in a playful manner, finally disappearing in the distance; appearing again at 2 o'clock going south and returned north about 5 o'clock in the morning."

Several persons with powerful glasses perched themselves in windows and on porches, hoping that the ship would return to view, but they had not been rewarded at midnight. No one seems to be able to offer an explanation of the light, although everybody refers to it as the "air ship," notwithstanding the light looked no more like an air ship than it did like a farm wagon. It simply was a blood-red light, different from anything ever before seen in the sky. The dispatchers from other points where the light was observed give a description of it similar to that herein contained. The light caused great excitement on the street, and ignorant people hurried for their homes, fearing that a great calamity was about to occur, some hid in their cellars.

March 29, 1897 Chicago Tribune (Mon.) p. 4

Airship Is Seen by Gov. Leedy

Strange Light Seen by Residents of a Dozen Kansas Towns on Several Different Nights.

Topeka, Kansas, March 28.—(Special.)—Residents of a dozen or more northern Kansas towns are greatly excited over the appearance of a strange light in the western sky. It has been seen several nights. Reports from some points are that it is an immense ball of fire.

Reports from other points are that it resembles the pictures which newspapers print of airships.

Friday night A. J. Rea, telegraph operator for the Chicago, Rock Island and Pacific railroad company at Belleville, reported that the light hovered over the city for three quarters of an hour and then moved rapidly away. It looked half the size of a locomotive headlight and was of a bluish tint. Last night hundreds of Belleville people watched for the light and it appeared about 10 o'clock. This time the light was so strong that it reflected brightly through the windows. At times it would disappear and then in an instant flash out again. While over the town its course was erratic. It remained half an hour and then darted off toward the north and soon disappeared. Several who saw the light through a strong glass say they could distinguish the outlines of an airship.

At 8:30 o'clock last night a strange light appeared in the sky west of Topeka, evidently the one reported at Belleville. The light was about the shape and twice the size of a man's hand and was blood red. It was travelling slow in a northerly direction. It was in sight about half an hour and then disappeared with a flicker like a candle put out by the wind. Several hundred people witnessed the light from the State House steps. Among them was Gov. John W. Leedy. He said: "This is a very strange light. I don't know what it is, but I hope it will solve the railroad problem. If it is an airship, maybe it will."

The light gave the colored people a great scare and they hurried home quite sure the end of the world had come. The light was also seen last night at Atchison, Hiawatha, Holton, Concordia and elsewhere. Half the people of Topeka watched for the light tonight, but it did not appear.

1897 March 29 (Mon) Cedar Rapids (Ia) Evening Gazette, p. 1.

NEWS OF IOWA. / Farmer's Garments and Versacity Badly Strained. / RELIQUARY IN THE AIRSHIP. / Its Anchor Rope Hooks the Frightened Man. / ... / A Sioux City Yarn.

Sioux City, Iowa, March 29.—It will not be long before the airship will be as serious a menace to life and limb as the bicycle. Robert Hubbard, a farmer living fifteen miles north of here, thinks that it is nothing less than criminal recklessness on the part of skippers of such craft to permit a drag rope with a grapnel attached to dangle from the rear of their cars. He asserts that the anchor of one of them caught in the slack of his trousers a few nights ago and dragged him several rods before the seat of the tortured garment gave way and dropped him into a dry run on the border of his "cow lot." Hubbard's reputation for truth telling has never been bad and the general opinion is that he either "had 'em" or dreamed his remarkable experience.

What the residents of Sioux City and vicinity supposed to be an airship has been seen in this vicinity several times within the past month. Hubbard is one of those who have been eagerly watching for a glimpse of it. On the night in question he says he was tramping about his farm in the moonlight praying for a sight of the nocturnal visitor, when suddenly a dark body, lighted on each side by rows of what looked like incandescent lamps, loomed up some distance south of him. He watched it intently until it was directly over his head. At this point the skipper evidently decided to turn around. In accomplishing this maneuver the machine sank considerably.

Hubbard did not notice the grapnel dangling from the car until suddenly, as the machine rose again, it hooked itself firmly in the seat of his trousers and shot away to the south. Had the car risen to any considerable height the result, Hubbard thinks, would have been disastrous. Either his weight was sufficient to keep it near terra firma, however, or the operator of the machine did not care to ascend to a higher level. On the banks of the dry run where it shook him off grew a small sapling. Hubbard passed near it in his flight and with the gripe of a drowning man, grasped it with both hands. Instantly there was a sound of tearing cloth and the machine went on with a section of the farmer's trousers, while Hubbard himself tumbled into the run. He related his experience to several neighbors and, despite their incredulous grins, firmly maintains the truth of the story.

1897 March 29 (Mon) Detroit Evening News, p. 4.

Weird Lights / Seen in Two Little Lakes in Ogemaw County.

PRESCOTT, Mich., March 29.—A sensational ghost story reaches here from Boughner and Mills lakes, in Mills township, Ogemaw county. Weird lights are seen on the water every night, and the sound of groaning and weeping is very audible.

A party set out the other night to investigate. Upon their approach the lights, which seemed to float on the surface of the water, immediately disappeared and the groaning ceased.

Last summer a young woman was drowned in one of the lakes and three years ago a dead man was found on the shores of the lake. It was discovered he had been murdered for his money.

These lakes are near the village of Shearer, a number of whose inhabitants are said to have left town because of this ghost scare.

1897 March 29 (Mon) Daily Mining Journal (Marquette, Mich.) p. 6.

Ishpeming and Vicinity. / THAT ST. PAUL LIGHT. / How a Commercial Man Fooled Many Ishpeming People.

The evening star never attracted the attention of the Ishpeming people as it did Friday and Saturday nights. The sky was cloudless both evenings and the star shone out so brightly that it looked like a big arc lamp a short distance west of the city.

Attention was first called to the star by a commercial traveler at the Nelson House. He said it was a 5,000 candle power arc electric

light which had been sent up from St. Paul in a balloon. The light was first seen above the city, he said, and had been sent up by the government in pursuance of some sort of a scientific experiment which it was conducting. Every man in the hotel became interested in the light's story and went out to see for the light. None of them had heard anything about the balloon ascension and they were inclined to be skeptical regarding it. In order to convince them that he was right he offered to wager anything from \$10 to \$100 that it was really an arc light instead of a star as they supposed. He also asserted that the light would come down at 9 o'clock, or shortly after. No one took him up on the wager.

Soon the report about the big light at St. Paul got around town and nearly every person on the street could be seen "rubber-necking." Many got out glasses to better observe the light. With a strong glass it looked twice as large as an ordinary electric light. Saturday evening men, women and children in all parts of the city stayed out watching the star until nearly 9:30, when it disappeared.

There was at least one man at the hotel who would not be convinced that the star was an arc light. This was Captain McCullough, of the cinematoscope company. He is an old sailor and has seen the evening star too many times to not recognize it when it comes up. He related instances where his men often mistook the star for the light at some lighthouse station. He told of times when they tried to convince him that he was off his course through their mistaken conviction that the star was a lighthouse beacon. The captain says the star will shine every evening from now until April 6.

1897 March 28 (Sun) Kansas City Times, p. 1. (card 1)

MANY SEE AN AIR SHIP / Strange Nocturnal Visitor Hovers Over Topeka. / IT THROWS A POWERFUL LIGHT / Attention of the Entire City Is Attracted by It. / BELLEVILLE IS PANIC-STRICKEN. / Phenomenon Is Witnessed in Several Kansas Towns. / BREAKS UP A NEGRO CRAP GAME /

Dispatches to The Times from various points in Kansas state that an air ship, which is ~~xxxxxxx~~ supposed to be the one which excited the entire Pacific coast several months ago, and only two weeks ago was sighted in ~~xxxxxx~~ numerous towns in Kansas, was plainly visible.

That a strange light appeared in this section of the West, for which the inhabitants can not account under any other hypothesis than that of an air ship can not be disputed. At 2 a.m. the people of Topeka were watching the strange visitor, and the entire city is excited. /

Special to the Kansas City Times.

Topeka, Kan., March 27.--What is generally believed to be the mysterious air ship that has appeared at various places in Kansas and Nebraska during the past three weeks was plainly visible here and at neighboring towns last night. It hovered about the city for several hours, and an immense light, much more powerful than an ordinary arc light, directed the attention of a large part of the city's population to it. Governor Leedy watched the phenomenon from the State house steps. "I don't know what that thing is," he remarked to The Times correspondent, "but I hope it will solve the railroad problem."

The light first appeared, as nearly as can be learned, at 9:15. At 1:30 it is still visible.

When first seen the light appeared to be red, and moved in a northerly direction and then disappeared abruptly. It soon reappeared some distance to the eastward, and made its way back to where it was first noticed west of the city. The news of the strange aerial visitor's presence spread rapidly, and soon the streets were dotted with animated groups of watchers. In several instances people with powerful glasses perched themselves in windows and porches, hoping to penetrate the darkness and learn something of the monster's outline. Two or three, it is reported, claim to have distinguished a framework and a pair of balloon-like wings, but at this hour these claims can not be substantiated.

The spectacle had its humorous side, and several ignorant colored people hurried home, quite sure that the end of the world had come, and expecting to hear Gabriel's trumpet sound at every step.

A policeman reported that he saw the light far in the northwest shortly after midnight. It appeared just above the horizon and was visible for about five minutes. It did not seem to move and it disappeared, the officer said, with a flicker like a candle put out by the wind. It is reported at the Rock Island offices here that the light shone with great brilliancy about 11 o'clock tonight at Belleville. Darkness was turned into day and many people were panic stricken. The first report was that the outlines of a great airship on the order of the California machine, of which the newspapers printed pictures, were plainly visible.

It is likely, however, that the ship outlines were imagined, as the second report said that the object seen was like an immense volume of flame traveling westward. The light seemed to pass within ten miles of the town.

Couriers have been sent from Belleville to investigate but nothing definite has as yet been learned.

Dispatches have been received tonight from various points along the Rock Island and Central branch railroads in Northern Kansas in regard to the light, but nothing further than its appearance and the excitement it caused is reported.

The greatest excitement in Topeka over the "airship" was on smoky row, a particularly wicked section of the city. When the light was reported the joint-keepers closed their places of business, the crap games were brought to a sudden close and in half an hour the row was as silent as a cemetery. Policemen on the smoky row beat say that it is the first quiet night experienced in that section for months. There was also great excitement at one of the colored churches, where a revival was in progress. The 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. /

Almost two weeks ago dispatches from numerous towns throughout Nebraska stated that a light, supposed to proceed from an air ship, had been seen at various points throughout that state. The newspaper speculators at that time associated the Nebraska airship with the visitor which had startled the entire State of California some three months ago. The California story is familiar. Before reference is made to it, perhaps it should be stated that within the past two weeks dispatches have come from various small towns in Central Kansas to the Times, stating that a light which was almost blood red had been seen near. But little attention was paid to these statements, as the stories could not be authenticated, and it became something of a joke about The Times office. It is only a speculation that associates the airship seen /p.2/ in Kansas and Nebraska with the aerial visitor of the Pacific Coast.

About three months ago two of the San Francisco papers announced that an inventor from the East had gone to California for the purpose of experimenting with an airship in dense fogs along the Pacific coast. The story was that this inventor, whose name was not given, but with whom ex-Attorney General H.M. Hart of that State, one of the best known men in California, claimed to have consulted, had gone there for the purpose of avoiding impertinent inquiries of scientific men in the East. The airship, with its light, was first seen in Sacramento, 100 miles south of where it was supposed to have been constructed. Later it was seen in Oakland, and still later, as far South as the foothills near Los Angeles.

Column after column was written about the strange sight in the California newspapers, and the entire State was for weeks given over to a discussion of the strange phenomenon. While the Pacific coast was forced to believe the statements and affidavits of the many well-known citizens who had witnessed the appearance, the East was inclined to make jests about it. In the same manner the Nebraska light was a subject for the paragraphs' sarcasm.

Only yesterday morning The Times published a dispatch from Belleville, Kan., in which it was stated that J.A. Rea, operator at the Rock Island depot; Jack Nealeigh of the Rock Island lunch room, and two other men had seen, about 9 o'clock Thursday evening, an air ship above the city. "The light appeared to be a mile above the earth," said the correspondent, "and looked half the size of a locomotive headlight." Mr. Rea first saw the strange sight, and watched it all the time it hovered over the city, forty-five minutes, when it traveled rapidly away to the northwest. It seemed to be governed by human agency. The light was bluish and seemed to come from a strong reflector, and the rays were plainly visible. Its course when departing was exactly opposite the earth wind current of air.

Tonight at 10 o'clock the mysterious light was again seen by Ed Patterson, Claude Moon, Chris Bell, Henry Fisher and six other responsible persons. This time it appeared only half as high as on Tuesday, and the light was so strong as to reflect brightly through windows. At times the light would disappear, and then in an instant ~~xxx~~ flash out again. Its course was erratic while over the town--it would rise and fall and otherwise change position rapidly. This time the object remained half an hour, when it started rapidly north and was soon beyond the horizon.

1897 March 29 (Mon) Green Bay, Wis., Gazette, p. 6.

PERHAPS AN OMEN OF EVIL. / Nebraska People Excited Over Appearance of Celestial Phenomenon.

The strange star that has been exciting people elsewhere in Nebraska has made its appearance at Clarks, Neb. Miss Viola Daniels, a young woman living a short distance out in the country, reports that she saw it the other night. She is entirely trustworthy and there is no reason to doubt her statement. About nine o'clock in the evening she saw the light come up from the north, traveling very swiftly. It was very large, Miss Daniels says, appearing like a giant ball of fire. When almost opposite her it went partly to pieces, two large pieces shooting downward and brightly illuminating the earth. The main star disappearing swiftly to southward. Miss Daniels' story is substantiated to some extent by Mrs. John Wilson, of this town. On the same night she was lying awake on the bed with her daughter, who was ill, when the room was suddenly lighted up by a very bright light--the brightest she had ever seen. It almost as quickly disappeared. Mrs. Wilson feels sure that the light came from the heavens. The appearance of the strange star has excited a good many people here and all sorts of theories are advanced to explain it. Some declare it portends dire disaster to the country.

1897 March 29 (Mon) Green Bay, Wis., Gazette, p. 8.

XXX FRIGHTENED BY HUGE METEOR. / Aerial Visitor at New Martinsburg, W. Va. Bursts.

A meteor made its appearance the other morning at New Martinsburg, Fayette county, which frightened the inhabitants of that village greatly with its antics. It was spherical in shape and rushed through space at a rapid rate, leaving in its trail three columns of smoke. It was accompanied by a half rumbling, half hissing noise which could be heard for several miles.

When directly over the house of David Leisure it burst with a terrific report. Leisure was knocked down and rendered unconscious for several minutes. Shortly after recovering consciousness he went to his barn and discovered three holes in its side, each about five inches in diameter.

Inside the barn one of his horses was found dead ~~xxx~~ in its stall, with one side of its head blown off. In another stall stood a horse ~~xxx~~ made totally deaf by the concussion. A search is being made for the meteoric stones.

1897 March 30 (Tues) Omaha Daily Bee, p. 8.

More People See the Air Ship. / Stake Their Reputations That It Was Not a Star.

Sunday night appears to be the time for the appearance of the "air-ship." The mysterious visitor was seen again Sunday night by a number of Omaha's reputable citizens. It hove into sight about the time that church was over and in half an hour had traversed the heavens and had once more disappeared. It was seen by people in all parts of the city. This time the "airship" came into view in the southeastern portion of the horizon. It was in the shape of a big bright light, too big for a balloon, and glided steadily. It sailed over the city to the northwest and there disappeared behind houses and bluffs. It moved very slowly and seemed to be quite near the earth. Nothing but the light was visible. A big crowd of people watched the trip of the visitor at 24th and Lake streets and speculated upon it.

Thurs., March 25, 1897, p. 5—Jove Hurling Bolts.
(Piece of red-hot copper from the sky almost strikes a Michiganander—Miles, Mich., Mar. 24—C. F. Earls sees three-inch diameter meteor strike the ground and burrow in close to him.)

1897 March 30 (Tues) Kearney (Neb) Hub, p. 3.

Seen at Papillion.

J.H. McCarty, night-tower man at the postal station, says that he is firmly convinced that the light seen in the sky is either a mammoth kite or an airship of some kind, says the Papillion Times. He is admirably situated to watch the phenomenon, and for several nights has observed its actions closely, and when compared with other objects cannot help but notice its various movements as being entirely different. The light apparently comes up directly from the ground, and moves about gracefully in long symmetrical curves. It turns and twists and finally mounts to a great height where it remains stationary for some time. Afterwards it descends and is lost sight of at the horizon. Many people at Portal corroborate the statement.

1897 March 30 (Tues) Atchison (Kans) Daily Globe, p. 2.

City News

The newspaper airship, which is being pushed to the front, now that the prize fight is over, was seen at Omaha Sunday night. Saturday night it was visible at Topeka. There is no question that a peculiar light has been seen in the heavens, and the Globe printed the best story concerning it on February 27. The Missouri Pacific operator at Falls City, looking into the heavens, saw what appeared to him to be a red switch light at 10 o'clock, on the night of February 26. It appeared to be traveling in a northwesterly direction, and he notified all the night railroad operators in ~~the~~ Nebraska to be on the lookout for it. One by one the operators at Stella, Beatrice, Wymore, Hastings, Kenesaw and Hartwell reported seeing it. Still, none of them saw an air ship: only a red light in the sky. A.H. Bewsher, of Atchison, who was at Auburn, Neb., a few days ago, says there are many people in Nebraska who become offended when the airship story is scoffed at. They apparently believe it. One liar at Auburn declared he had plainly seen the outlines of the ship. 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, Neb., 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.

p. 2--It is not surprising that some people believe that an air ship is floating about the country: some people believe in spiritualism, occultism, etc. So many people believe in miracles that charlatans advertise in the newspapers to perform them. A man who believes that a fortune teller can take a pack of cards and tell his past and future, has a perfect right to believe that an air ship is floating about the country at night.

April 2 p. 1--News and Comment: The air ship fake is the best that has been sprung for years. They always make it appear at night, and then at such a height that it cannot be investigated. But then the newspapers will have to be careful, as it was "seen" last night at two different places 75 miles distant at almost the same time.

1897 March 30 (Tues) Topeka Daily Capital, p. 3. (card 1)

WILL 'O THE WISP. / Perhaps That Was What That Strange Light Was. / Special to the Capital.

Lawrence, Kan., March 29.--The "airship" story was the subject of some comment by the scientific members of the Kansas university faculty this morning, but none of them placed a great deal of credence in the tale told. Prof. E. Miller, dean of the school of arts, and professor of mathematics, who has given much attention to the study of astronomy, said that he considered the story a humbug. "I think," he said, "that the papers must have been short of copy, and found a good subject to write up and proceeded to make a readable article."

He said it could not have been Venus nor any other star, and that the only way it could possibly be explained, if the facts were as stated, was that it might have been a "will o' the wisp," but if they did that would be the only natural explanation of the occurrence.

Chancellor Snow said he had not read the article through, because he thought it was a hoax, and had given it no thought ~~xxx~~ whatever.

A Populist member of the faculty said that when he read the account he thought it might be the nemesis of the late Legislature.

Another member of the faculty thought it might be the fabled sea serpent which had taken unto itself a pair of wings, and had been properly illuminated to produce the effect that had caused the mysterious light.

Many airship fakes have been published that have become famous. The most successful of these, perhaps, according to the Kansas City Star, was one written by Edgar Allan Poe and published in the New York Sun in 1844. The story purported to describe the journey made by eight Englishmen across the Atlantic ocean in a steering balloon christened "Victoria." The trip, it was said, occupied only three days and was ended by a successful landing on Sullivan's island near Charleston, S.C., afterward famous in the bombardment of Fort Sumter. The demand for the paper containing the fake was unprecedented.

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 told how several people of a suburb of San Francisco had seen a mysterious craft flitting about in the air over the city and finally printed an interview with a man described as a well known lawyer of the town, who admitted with seeming great unwillingness, that the airship was an actual invention of a client of his whose name he could not divulge. It developed, however, that the lawyer was a man of no standing. The exposure of the fake did not reach the prominence of the original publication of the story.

The story last week in Kansas was the direct result of this story. One correspondent telegraphed that the airship was supposed to be the same one that had journeyed among the clouds about the Golden Gate. It was the result of the observations of night telegraph operators along the railroads and for the last two weeks during the period of the greatest brilliancy of Venus the operators along the line have frequently discussed the airship with operators in the railroad offices in this city.

This is not the first instance of Kansas being used for the scene of a fake. Joe Mulhatten, an erratic newspaper man, wrote a story several years ago of an immense meteorite that fell in Kansas, that was generally credited by scientific men for a time. Many other fakes have become famous along with the New York Herald's story of the escape of the animals of the Central park Zoo. The Tacoma, Wash., News published a story which, like the Herald story, was intended to bring about a reform. It described vividly the breaking out of a great fire in a remote part of the city and told that the firemen were unable to check the conflagration owing to the inadequate water facilities. It said that lines of hose were coupled together and relays of engines employed to get water on the flames, but that at the time of going to press the fire was still gaining. The paper came out at 3 o'clock in the afternoon and the account caused great excitement. Crowds ran to the scene of the supposed fire only to return indignant and abashed. The publication of the story, however, resulted in the extension of the water service.

Underground river fakes and stories of cutting through the crust of the earth have also been started and been imitated far and wide. In Kansas City, Kan., the underground river story was sprung on two different occasions, once during the digging of a well in the old Carno house, since rated, and again a year or two later.

A fake that attracted widespread attention was printed in 1890, detailing how several inhabitants of Bosnia had applied to the authorities for permission to be beheaded in the place of Baron Rothschild, since dead. It was stated that a rumor was circulated in the country that Rothschild was condemned to death for some crime, and had offered a reward of one million florins for a substitute. The thrifty Bosnians had formed a club and drawn lots to select a substitute and the survivors were to divide the reward.

One of the most notable fakes of recent years was perpetrated by a Dallas, Tex., newspaper man at the time of the proposed Pittsims-Corbett fight. He printed a story that the Prince of Wales was coming over to see the mill. Only an official denial under the signature of Albert Edward himself stopped the story--not, however, until it had spread over the entire civilized world.

1897 March 30 (Tues) St. Joseph Daily Herald, p. 4.

TOPEKA'S VISION (ed.)

The city of Topeka, Kan., is in a great uproar. A few evenings ago, a number of the night owls were startled by the appearance of a strange light in the heavens that filled them with a fear of approaching evil. Believing that there might be a possibility of mistake, owing to the nature of the tea imbued at the supper table, ~~xxxx~~ these few provokers of the night were loth to tell of the vision that they had seen. However, it was discovered that others had seen the strange light also. Possibly these were the "better halves" awaiting the home coming of the tardy spouses, but this, history does not record. Anyway it has been asserted upon the testimony of a number of reputable citizens that the light floated through the atmosphere of night, like the iridescent dreams of a former senator from that state.

Chief among these witnesses was the editor of the Topeka Capital. As a rule his testimony is unquestionable; in this case, however, it would satisfy the curious to know the brand of soothing syrup he imbibed, in order to arrive at a satisfactory conclusion. Considering the fact that he was but recently engaged in conversation with the governor of Kansas, and that he could discern the difference between a church spire and a picket fence, it appears that his testimony is all right, unless the desire of a "scoop" on the other papers quite overcame him. It is generally admitted that something happened to Topeka that evening. Since then, the occurrence has been the chief topic of conversation.

An explanation is now being sought. Some thought that the six calendar of Providence had become a little mixed, and through misinformation regarding the vision of the legislature, the Idea of March were to have a new significance through the destruction of that body because of a wrathful Providence. Others assert that it was a party of explorers flying about in an air ship, picking out choice corner

lots previous to the annual real estate boom. The best explanation, however, is the one which the Herald offers to the much perplexed citizens, namely: That it was only the signal from the inhabitants of some other planet, rejoicing with the citizens of Topeka that the late legislature of Kansas had really adjourned.

1897 March 30 (Tues eve) Saginaw, Mich., Globe, p. 1.

CASEVILLE HAS A MYSTERY / STRANGE LIGHT MOVES AT NIGHT IN THE BAY. / Discovery First Made By a Saginavian is Now Attracting Great Attention

Caseville, Mich., March 30.—Excitement is running at a high pitch here over the presence of moving lights or fires seen nightly in the bay off here during the past week. It was first seen by S.F. Owen of Saginaw, who is interested in [something] here. In company with two other men they described what they thought was a signal of distress from a distressed fishing boat crew. It being about 10 p.m. they procured a lantern and swung it as a signal. They assert that they received answering signals. It has been seen every night since then, and appears in the form of a bright moving light. The beach is thronged nightly by interested people, ever on the keen lookout, and the superstitious element are having a splendid inning.

All sorts of speculations are a rife, some asserting that it is the ghosts of those lost off the steamer Oconto, which went on the big Charity Island off here some years ago; others that it is a distress signal from the lightkeeper and his assistant on the Charity. The light is completely isolated from the mainland all winter, the nearest land being nine miles. Large floes of ice are between here and the light, and, owing to the rumor, the lightkeepers' family, who live here are becoming very anxious about his welfare, fearing he may be ill. Scoffers of a political turn of mind assert that it is a bonfire and ratification meeting of the Saginaw Bay whitefish, herring and pickerel over the late fish legislation in their behalf at Lansing, and that in the deepening gloom behind the vision the rotund figure of his excellency can be seen, menacingly brandishing aloft a fiery two-edged sword in his right hand, while his left points deprecatingly at the advancing hosts of "bloated monopolistic vandals" of Saginaw bay fishermen.

BRIGHT EVENING STAR. / Venus Shines Resplendent on Cloudless Nights.

Venus is playing a star role these evenings and holds the boards in the western ~~sky~~ heavens. She is the "evening star," and shines brightly through the wind-swept March atmosphere. So brilliant is Venus as she chases around after the sun that many citizens have been puzzled and have written letters asking if a new star has found a place in the firmament, or if the star of Bethlehem has returned.

1897 March 30 (Tues) Daily Tribune (Iron Mountain, Mich), p. 3.

THERE IS NO STRING TO IT / Venus, the Evening Star, is not Controlled by St. Paul People. /

Some war started the story that the bright evening star which appears in the evening sky was an electric light hoisted two miles high over St. Paul. As a result quite a crowd collected last night to watch it and all agreed it couldn't be a star it must be a light.

"Yes" said the war "it is hoisted about five o'clock by means of a storage battery and a balloon. It goes up two miles high and can be seen all over the country. About nine o'clock they start to pull it down," and many were quite sure last evening that they could see the star slowly being drawn to terra firma.

The light which is seen is Venus, the evening star, which hangs in the sky with the brilliancy of an electric light. St. Paul people have no string to it notwithstanding the report industriously circulated, and even printed in some papers that it was hoisted every evening by the enterprising men of the saintly city.

1897 March 30 (Tues) Wichita Daily Eagle, p.5.

Was Not Seen Here. / Popular Fake That Will Not Find Favor in Wichita

As a matter of news this paper states that no airship has been seen here and more than that, no airship is expected to be seen here. Nearly every town in Kansas and Nebraska has sent out reports that it was seen there and even the steps of the Capitol at Topeka have been prostituted to the cause of faking. All these stories are fakes, pure and simple. Wichita is in no shape or ranner a party to this disreputable newspaper fabricating.

April 1, 1897 Chicago Record (Thurs.) p. 10 also March 31, 1897 p. 1

Omaha Sees an Airship
Remarkable Object Said to Hover Over the Nebraska City at Night. /Special to the Chicago Record.

Omaha, Nebraska, March 31.—During the last six months an alleged airship has been observed floating in the heavens in different sections of this state. For the last three nights it has been hovering over Omaha. The unusual occurrence has led to the opinion that the inventor of a real airship has been testing his machine in Nebraska preparatory to placing it before the public. The indications are that John O. Prest of this county is the author of the mysterious machine. Though he vigorously denies that such is the case. Prest occupies his time at his country residence near Omaha in experimenting with airships, constructing models, etc., and has been so engaged for the last ten years. Some time ago he told several persons that he would surprise the world with a working model in 1897.

There is no doubt that the ~~light~~ light seen in different parts of the state is the same, since the descriptions by the persons who ~~xxx~~ have seen it always agree. The light is about as large as a locomotive headlight and seems to be turned up, down, right or left at the will of some human agency. Sometimes it is seen rushing through the air at a very high rate of speed, and again is observed stationary or moving

slowly through the heavens about half a mile high. The two times in the last week that the light has been seen at Omaha it disappeared near Prest's house.

1897 March 31 (Wed) Detroit Evening News, p. 4.

Wolverine Tidbits.
Monroeville—People in several upper penninsula cities believe they saw the electric lights sent up in balloons from St. Paul, by the government, to see whether they could not be used as signals in war. Doubting Thomases say what they really saw was the planet Venus.

1897 March 31 (Wed) Galveston, Tex., Daily News, p. 3.

Phenomena of the Heavens. / Strange Appearance and Disappearance of Three Lights.

Colmesnell, Tex., Mar. 29.—A heavy wind and rain storm visited this place last night, the rainfall being 2.76 inches. At 11 o'clock last night the storm suddenly ceased, though the heavens were overcast with angry clouds; and just above the horizon in the west was visible a continuous meteor or star, apparently larger than any of the planets seen on a clear night. To the southward and above and to the northward and below the large star were seen two smaller stars, neither visible at the same time. As one grew bright the other faded, and this continued several minutes, after which darkness prevailed in the west again. It was probably the concentration of electric forces far off that ~~caused~~ caused the central star, and the variations of the electric display on either side causing the lesser ones to show up or become dim as the lightning flashed heaviest toward the north or south from the central star.

1897 April 1 (Thurs) Beatrice (Nebr) Weekly Express, p. 8.

Fairbury Sees the Airship.

The very much discussed "airship" was in evidence Wednesday night and was closely watched by a large number of Fairbury citizens. Our attention was first called to it about 8:30 o'clock. It was then high in the heavens and slightly to the northwest. It had much the appearance of a bright star, except that it had long rays of light extending up and down from it. For several minutes at a time it would apparently stand perfectly still, then it would perceptibly move to the northwest, swaying sometimes to the right and then to the left, but keeping the same northwesterly direction. Sometimes it would nearly pass out of sight, only to reappear with greater brilliancy. At 9:30, when it was well down in the northwest, it made a rapid move directly north and passed out of sight. In a few moments it reappeared, again assuming its irregular movements until it passed out of sight beyond the northwestern horizon. The casual observer might have seen the phenomenon without noticing anything extraordinary, but those who critically watched it until it sank out of sight will probably be unable to offer any plausible explanation of its peculiar variations.—Fairbury Gazette.

April 1, 1897 Indianapolis Journal (Thurs.) p. 7 (card 1)

Aerial Navigation
Problem Believed to Have Been Solved by a Nebraska Inventor.

Omaha, Nebraska, March 31.—During the past six months an alleged airship has been observed floating in the heavens in different sections of this state. For the past three nights it has been hovering over Omaha. The unusual occurrence has created much comment, which has crystallized in the opinion that an inventor of a real airship has been testing his machine in Nebraska preparatory to placing it before the public. The indications are that John O. Prest, of this county, is the author of the mysterious machine. Prest is a unique character, occupying his time at his country residence near Omaha in experimenting with air-ships, constructing models and studying all subjects incidental to the theories of applied mechanics along the line of providing a vessel that will propel itself through the air. He has consumed the past ten years in this way, and the walls of his home are covered with drawings of queer-looking-shaped things, some resembling gigantic birds, while others look something like a big cigar, all of which he says represent models of air-ships. He is regarded as a crank by many, though being a man of superior education. He came to Omaha from Germany twenty years ago and has led the life of a recluse. [?]... Among the few who know him in Omaha he stands high. Mr. Prest refuses to admit that the airship reported in different sections of the State is his invention, but he has been away from home recently much of the time, which is very unusual for him. [He told others that he would surprise the world with a working airship model in 1897. The light seen traversing the heavens is the only part of the airship which can be seen. This is due to being impossible except on a dark night, to see the rest of the airship, and this is additional evidence for his shrewdness.... There is no doubt that the object seen in various areas is the same, since the descriptions given by all people who have seen it say the light is about as large as a railroad headlight, and that it seems to swing from the left to the right at the command of some human agency. Sometimes it speeds through the air, sometimes it moves slowly, about half a mile high. While over Omaha the light has hovered over, and disappeared near Prest's house. Persons have called on Prest, and him refusing good-naturedly to give them any information.]

1897 April 1 (Th) Daily Sentinel (Bowling Green, O.), p. 1. (See Feb. 24) p. 74

MYSTERIOUS LIGHTS. / A New Theory of Those Seen Recently by Bowling Greeners.

Some time since the Sentinel printed an item concerning the appearance of a bright waving light in the northern heavens on the

evening previous. The sight was viewed by a North Main street lady of sound and firm mind, and her story was corroborated by two gentlemen who saw a similar light in the same vicinity from a point of view several miles distant. The light seemed to be gently undulating and moving forward and was located about 20 degrees from the horizon. Many of the Sentinel's incredulous readers were inclined to scoff at the story, and mildly refer to the writer as a dreamer. The other night a similar light was seen in the western heavens by a number of voracious gentlemen, all of whom we are assured were perfectly sober. This latter incident (that of the light) was accounted for by the story that a Chicago scientist had been making experiments by sending up electric lights in a balloon, which he claimed could be seen for a distance of 500 miles. But here is a brand new theory of the apparent phenomenon, which gives the incident quite a new phase and attaches to it considerable credulity. The following dispatch appeared in the Cleveland Leader, and many people will connect the Omaha "light" with that seen by Bowling Green people:

Omaha, Neb., March 29.--They mysterious "airship" was seen again last night for the third time by a number of Omaha citizens. It hove in sight about the time that church was over, and in half an hour had traversed the heavens, and had once more disappeared. It was seen by people in all parts of the city.

This time the "airship" came into view in the southeastern portion of the horizon. It was in the shape of a big bright light, too big for a balloon, and slowed steadily. It sailed over the city to the northwest, and there disappeared, behind the houses and bluffs. It moved very slowly, and seemed to be quite near the earth. Nothing but the light was visible. A big crowd at Twenty-fourth and Lake streets watched the trip of the visitor and speculated upon it.

1897 April 2 (Fri) Daily Democrat (Carrollton, Mo.), p. 3.

CARROLLTON FAVORED WITH A VISIT FROM THE AIR SHIP.

Last night about 8:30 when Miss Nell Heitz returned home from church she saw a peculiar light in the northwest and called the attention of the family to it. They all had a good look at it and they pronounced it the air ship. A field glass was used to see it but they could not make out the exact size and shape of it. A visit to the Heitz home this afternoon resulted in seeing Grandma Heitz--Mrs. Heitz and Miss Nell going away. Grandma Heitz said that the light looked to her like the electric light down on the corner, pointing to the Florence street, she said it would go out entirely and then appear again--it went in a northwesterly direction and after nine o'clock it disappeared. She said she tried to look at it through the field glass but could not get a good view of it. Miss Nell Heitz told her that it went in a zig zag direction sometimes up and again down. Several other ladies also had a look at it and Ode Cruzen had the chance of his life but it was April the first and he would not believe what his wife told him and instead of looking in the direction of the air ship he fixed his eyes on the place where the Southern Cross sheds its light and refused to move his head. This may be the same air ship that has been agitating the minds of the people of Kansas City and Kansas. If it is we will welcome a visit from the owner, if he will only come down and stop with us. Last night hundreds of people in MO saw the light supposed to be carried by the air ship, but so far no one has attempted to describe the ship.

1897 April 2 (Fri) Kansas City Times, p. 1,2.

(card 1)

DID YOU SEE THE SHIP / Thousands of City People Witness the Strange Light. / WAS IT AN APRIL FOOL JOKE? / If So It Was a Decidedly Successful Effort. / SIGHT-SEERS LINE STREETS. / Within an Hour the Light Appears at Everest, Kan. / SWEAR IT WAS AN AIR SHIP. / The Story Told at Everest Consistent With the Theory that the Light Seen Here Was From the Air Ship Witnessed in the Kansas Town. /

The correspondent of The Times at Everest, Kan., in order to substantiate the truth of his report that an air ship was seen here last night, secured this affidavit from citizens of established veracity.

"This is to certify that we, the undersigned, saw and watched for some time tonight the movements of large and brilliant lights that traveled at various heights over this city, and that we believe it to be the same as seen at various other points, and believe it to be an air ship." / (Signed): / J.E. Gunn, / Proprietor Commercial Hotel. / E.E. Mason, / Roller Mills. / A. L. Stout, / Capitalist. / Cleve McGregor / With Lyons Bros. / Thomas Ellington. /

Whatever the mysterious light in the heavens that seems to be moving from the Pacific coast to the Atlantic is--whether it is an airship or something else--it favored Kansas City with a visit last night and thousands of responsible citizens saw it who could for hours talk of nothing else.

It is possible of course that some practical joker with a big kite and a lantern got in an April fool joke. If he did he is the most successful joker who has ever done business in this vicinity. And if it was a joke the joker carried it far enough to fool people at Everest, Kan., a little town in Brown county, Kansas, about sixty miles northwest of this city. Dispatches to The Times announce that the mysterious light appeared there shortly after 9 o'clock and according to The Times' correspondent, "hove in sight from the southeast." Kansas City is southeast of Everest and the light disappeared in Kansas City near an hour before it was seen sixty miles distant. The Everest correspondent claims that hundreds of people there distinctly saw the air ship. They saw the air ship, according to his story, was canoe-shaped and appeared to be ~~about~~ about thirty feet long. It was propelled by four triangular wings, two on either side, and above the whole could be discerned a black bulb, supposed to be a large gas bag.

The thousands of people in Kansas City who saw the mysterious light last night are pretty much of one mind. It is agreed it is no more than a planet than it is that which proceeds from the moon or sun.

That it was the same light that hovered over Topeka a few nights ago and which has been seen in many other places in the West was the almost universal belief of those who saw the mysterious light last night. The light was first seen last evening about a quarter after 8 o'clock. It seemed hanging low in the Western heavens, and instead of being stationary it moved from north to south and back again, and then seemed to come closer to the earth, and then to rise again. All descriptions agree to this. Many people discovered it about that time, and instantly the news was spread. There are hundreds of people who are lamenting the fact today that they were so very clever last night, ~~was~~ however. It was the first of April and everybody was on his guard. Everybody had read of the mysterious light that had been seen at other places and had discussed the possibilities of its being an air ship. So last night when the question was asked: "Have you seen the air ship?" nine times out of ten the answer came back, "You can not April fool me," and many people refused to even look toward the heavens with every one around them watching the great aerial mystery.

"What is it?" / "What is it?" / "What is it?"
Every man, woman and child who gazed upon the floating stream of light asked everyone else the same question, and there was no one to give an answer.

The light seemed about the size of a big street electric light. It was undoubtedly floating somewhere between the earth and the stars, and it did not seem to be as high as the clouds. It shot out a beam of light very much like a search-light. Some of the time the light was white, and then it changed to a bright red. Sometimes it flickered away and died out for a minute or two, only to reappear again as bright as ever. Its general course seemed to be toward the northwest, but several times it reversed and traveled for a while in the opposite direction. There was nothing comet-like in its behavior, however, [as it] moved along with a regular motion, ~~which~~ such as it would do if it were under some guidance. Some say they watched it go out of sight over the northern horizon. Others say that the big light went out, and there was a small, red light visible for a while and that that finally disappeared, and they saw it no more.

It is no trouble to find people who saw the air ship. It will not do to tell anyone in Kansas City today that it was Venus. Many of the downtown streets were packed with people last evening watching the phenomenon. None of them could explain, but they all saw the same thing. They saw just what has been seen at Topeka and a dozen other places between Kansas City and the Pacific coast. If any clever genius put up an April fool joke on the good people of Kansas City, he must have been traveling over the country for some weeks ~~last~~ doing his great sky trick for the benefit of other places, so as to work up the appetite of Kansas City and make the joke a better one.

On West Ninth Street.

One of the greatest ~~crowds~~ crowds that watched the "ship" was on West Ninth street, between Wyandotte and Broadway. The band in front of the Ninth street theater had attracted a great crowd, and when some one discovered the strange light the news spread, and soon the people were filling the streets, with their eyes fixed on the heavens. They got on the cable tracks and almost stopped the cars. Every man had to be argued into taking his first look, however, for fear that some one was going to yell "rubberneck" at him. In the language of the small boy there was rubbering enough, but no one stopped to gey anyone else. Everyone was too busy saying:

"Well, I never."

"Now, what do you think it is?"

"Do you know I would not believe it when I read about it in the papers."

"It does look like a search light."

"It must be an air ship. That is all it could be."

Down the street in front of every store, saloon and hotel was a crowd of people watching the light. At first it could be seen from both sides of the street looking down Ninth street to the west, but ~~fix~~ finally it moved so far to the north that it was necessary for the watchers to move to the south side of the street.

This is not the only part of the city where all the people turned out to watch the mystery and to try to figure whether man or nature was trying to play them an April fool joke.

The light was seen from a dozen places in the West Side, and from many places in the eastern part of the city. It was seen from the West bottoms, and a great crowd of men went down to the river bank to enable them to get a better view of it. Not only this, but advices ~~fr~~ from neighboring towns say that their citizens were also favored with a view of the mysterious light ~~at~~ last evening.

The air ship idea was of course uppermost in the mind of everyone who watched the strange beacon, and the sharper eyes tried to discover the outline of a ship behind the beaming light. This was hard to discover, however. Now and then someone in a crowd would announce that he could discern the outlines of a great ship behind the light, but when the others failed to see the same thing, this much at least was put down as an April fool joke, and those who discovered the dark outlines they mentioned were not certain enough of their eyes to strongly back up the claim of their discovery.

In the drug store at the corner of Ninth and Central streets a great crowd collected to watch the light. A.A. Phillips, the proprietor of the drug store, was a doubting Thomas when he first heard of the light in the heavens, but today he is a pretty firm believer in the air ship theory.

"Someone came into the store last evening while I was busy and told me to come out and see the air ship," he said last night. "I have been reading all The Times has published about the air ship stories, but last night I thought that it was an April fool joke, as the boys had been playing pranks all day, and so I was afraid to appear interested. Finally I noticed a crowd on the sidewalk watching something in the sky, and while I was selling a man a cigar I glanced out of the window while no one was looking. There was the thing, right over that bill board across the street. Then you may imagine I became interested. We watched it from here for almost an hour. The store was ~~xxx~~ full of people watching it, and there was a crowd that reached almost across the street. I don't know what it was, but one thing is certain, it was not a ~~xxxx~~ star. It looked like an electric light, and it did not seem to be very far above the earth. Then no star, according to my astronomy, ever behaved as that light did tonight. It moved first in one direction and then in the other. Now it would seem to rise, and again it would seem to descend. The thing seemed to be under control. At first I thought that it might be a balloon, but the more I watched it the more convinced I became that this could not be the case. As anyone knows, while a balloon would move, it would move in only one direction; that is, with the wind, and this light would go in only one direction, and then turn right around and go in the other direction, without any change of the wind at all. I am just as well convinced that it was not a balloon as I am that it was not a star. The light was bright and white most of the time, but now and then it would change to a deep red, and now and then disappear altogether. Of course, I was busy, and could not watch it all the time. I was waiting for a friend of mine, M.C. Kelley, ex-coal oil inspector of Kansas, and when he came, about 9 o'clock, I asked him if he had seen an air ship. He laughed, and thought I was joking, and when I started to point it out to him it was not where we had seen it the last time, and we had to walk clear across the room to see it over the buildings. The crowd in front had then crossed the street to get a better view. If anyone does not think there was an air ship, or something else, up there in the sky last night, they should ask ~~Kelley~~ Kelly. I don't remember who all were in here last night watching it, for as I said, the store was crowded; but J.H.C. Rudd and Fred Pinkston were both watching it."

Explanations at Random.

C.A. Kelaer first saw the light while in front of the Savoy hotel, where a crowd was watching it. He walked on down the street, and found everybody out looking at the light. "I do not know what it was," he said, "but it looked to me like a search light. It was not a star nor a toy balloon. I saw everyone looking at it, and everyone whom I saw was as much at a loss for an explanation as I am."

Charley Purvis, the proprietor of the Dizzy saloon, was the champion of a large party who watched the light from in front of his place of business. According to Colonel Purvis, it was a star, but according to his description of what he saw, it was such a star that will make a greater sensation among scientists than any air ship. "I watched the light along with the rest of them," said Purvis, "and I observed it closely. The light seemed to be in the form of a cross. In the center it was blue, and around this it was red, but now and then it would fade up and be all white. It was nothing but a star, however. There is no need of anyone getting excited about it."

IT IS SEEN AT EVEREST.

All Doubts Regarding the Air Ship's Existence Removed. / Special to The Kansas City Times.

Everest, Kan., April 1.—Public sentiment on the air ship question underwent a great change tonight. Reports from various points that an air ship had been seen were read here with interest, but have been generally discredited, but tonight no one in this part of Brown county doubts for an instant that such an aerial visitor moves and has its ~~xxxxxx~~ being.

At 9:05 tonight a brilliant light appeared in the southeast, so brilliant that it attracted attention almost immediately. As the vessel came over the city the full power of the wonderful lamps were turned on and the city was flooded with light. This was enough for doubting Thomases, and the entire population was soon out-doors watching the aerial navigator as it neared the earth, or, with the velocity of an eagle, darted upward; and again, in an instant, would sail away into space until the lights merely twinkled; then reversing, it would sail back over the heads of the astonished spectators.

For five minutes at ~~xxx~~ one time it seemed to skirt the lowest edges of cloud that hung low down in the heavens, and it was then that the powerful lights on board were reflected on the cloud and the outlines of the ship were clearly distinguished.

The basket or car seemed to be about twenty-five or thirty feet long, shaped like an Indian canoe. Four light wings extended from the car, two on either side and placed opposite each other. At the ends these wings were triangular. A large, dark hull was discernible immediately above the car, and was generally supposed by the watchers to be an inflated gas bag. That the same power that furnished the light was used for lifting the ship was evident from the fact that the lights ~~xxx~~ grew dim as the ship went upward, and as the ship came nearer the earth, the light was as bright as the headlight of a locomotive, which at that time was standing in the railroad yards, the only difference being that the engine's light was of yellow, while the light from the air ship was of a greenish-blue color. Some claimed that they distinguished [more] lights suspended over the gunwales of the ship, but this the writer can not vouch for.

One of the amusing outcomes of the appearance of the air ship was the payment of a bet made by a good deacon in one of the churches here, who had hooted the idea of an air ship's existence. While in a heated argument over the question with a brother churchman last week he ex-

claimed that if ~~xxx~~ it could be proved there was really such a thing he would buy his brother church member the best hat in town. After the deacon had seen the body of the ship from the reflections of the light on the cloud he immediately hunted up his opponent in the argument, and, with tears in his eyes, said:

"This is the first bet I have made since I became a member of the church, forty-three years ago, and, by the grace of God, it will be my last. Pick out your hat, brogher." The brother picked out a good one.

When the ship was first sighted many supposed at the first glance it was the planet Venus, but as the lights came nearer the city Venus, while much brighter than the other heavenly bodies, was to the light from the ship as a candle compared with an electric light. Then, too, the ship came into view at a high altitude from the southwest and lowered to within 200 or 300 ~~xxx~~ yards of the earth and sailed over the city, ~~xxxxxx~~ settling toward the earth in a northeasterly direction until it reached the horizon, where it remained stationary for about ten minutes. It then followed along the horizon due west to a point almost out of sight, then coming back toward the city it raised in the air and passing under a cloud, took a course due north until it passed out of sight.

For one hour and twenty minutes the air ship was never out of sight, and while passing back and forth over the city, made various maneuvers, remaining stationary at different points, and at one time, while motionless, immediately and above the throng beneath, with a clear sky for a background, all light disappeared and nothing was seen but a black mass. It remained this way for about ten seconds and then the lights flashed out and the ship moved away at the right.

Although at this writing the ship has been out of sight for two hours, many are watching from their windows for its reappearance.

In order to vouch for the accuracy of the facts set forth, The Times correspondent here obtained this affidavit, signed by men of established veracity, who would not sign their names to a statement that was untrue.

"This is to certify that we, the undersigned, saw and watched for some time tonight the movements of large and brilliant lights that traveled at various heights over this city, and that we believe it to be the same as seen at various other points, and believe it to be an air ship. / J.E. CURN, / Proprietor, ~~xxxxxxx~~ Bank Commercial hotel. / E.E. MASON, / Roller Mills. / A.L. STOUT, Capitalist. / CLEVE MC-GREGAR, / With Lyons' Bros. / THOMAS ELLINGTON.

WATCHING THE LIGHT.

Scoffers and Believers at the Corner of Ninth and Broadway.

A crowd of excited people stood at the corner of Ninth and Broadway about 9:30 last night watching a bright light that seemed to be just above the Court house in Kansas City, Kan.

"Aw, it's only a star," said the man who had just arrived. "Star nothing!" came the chorus from the crowd which had watched it for fifteen minutes. "You can see it move."

"Stand right here," said a man to the skeptic, "where the top of that telegraph pole will come right close to the star as you call it. Now! Do you see her move? It's a star, is it? Ha!" That shimmering light or the telegraph pole or the stone pavement upon which the man stood moved could not be denied. There was certain motion somewhere—a slow, steady, floating movement. The light gradually approached the top of the pole, was eclipsed by it, and appeared again upon the other side. The motion was horizontal and from north to south.

"Must be a fire balloon," said the skeptic, "something left over from a Fourth of July stock of pyrotechnics."

"No, it can't be that either," said someone in the crowd, "because a little while ago it went out entirely and then appeared again, and then it changes a color. See there now! It's getting red! A little while ago it was blue!"

And so the talk ran on until finally the light disappeared behind a bank of clouds. The skeptic went away still a skeptic, but the rest of the crowd knew better.

CERTAIN IT WAS A SHIP.

An Excited Friend of The Times Tells a Strange Story. Shortly after the crowd at Ninth and Central streets had dispersed an excited individual broke into The Times office. Rushing up to an employe of the paper he said: "Are you a Times man? I like The Times I wouldn't play an April fool joke on it. I take it at my home. I talk for it. I want my neighbor to take it because it is the only paper which has published both sides of the park matter."

A reporter tried to stop the visitor by asking what he wanted. "My name is S.A. Shaw. I own the property at 707 May street. I want to tell you about the air ship. You will think it is an April fool joke. Everybody does I try to spring it on. But it wasn't. I saw it. Hundreds of people saw it. I am ready to swear it."

Mr. Shaw grew more excited as he proceeded. "Give me a reporter," cried Mr. Shaw. "I will take him to 200 men who saw the thing. You think I am either drinking or trying to April fool you, but I ain't. I tell you I am ready to swear I saw a light at an angle of 45 degrees in the northwest. It went out all at once. No use to tell me it was a star. I have looked through telescopes and I know a star. The Kansas City Star ~~ix~~ the other day says it was Venus the people have been looking at. I know Venus. I have looked through telescopes at all the planets. Does a planet zigzag and cross cross and rush backwards and forwards, down and up? Does a planet shine with a light as big as a locomotive? Give me a reporter and I'll prove what I say."

By this time the entire local force was laughing, and a reporter who had just come in quietly remarked, "April 1."

"I knew that is what you would say," broke forth Mr. Shaw once more. "I guess you think I'm drinking, too. But I don't want the Times to get left. I determined to come and tell you about this thing."

if fifty men had been here before me.

"When I asked Steve Nickel down at Seventh and May to come across the street and I would show him an air ship, he answered: 'What are you giving me?' He thought it was an April fool joke, too. But I got him to come, and he saw the light. Ain't you going to send somebody along? By this time the reporters began to drop in from their evening assignments, and the news came that the whole town was talking air ships. The persistent Mr. Shaw was elated, and he started from The Times office with three reporters on his staff to write about his discovery.

"I wouldn't have had The Times scooped in this thing for a good deal," he remarked, as he left the city editor.

"And you will have a corner all your own in my heart," replied the man who gives out the assignments.

Watchman Saw the Side Lights.

John McKinney, the night watchman at the Depot Garage and Baggage Wagon company's barn at Seventh and Broadway, says he saw the air ship, or whatever it was. He said: "It waded up and down slowly, darting from one course to another for about half an hour. The headlight with ~~xxx~~ smaller lights behind it was like that of a locomotive when it is about four miles off, but I do not think this one was half that far. Finally the headlight turned westward and the small lights faded out of sight on the horizon."

McKinney sees the Burlington trains coming in on the north side of the Missouri river every night when they are yet four miles away, and says he could not be mistaken in a headlight. It was surely one.

Many people in flats about the neighborhood of Seventh and May streets were out looking at the "flying Dutchman," and the various descriptions vary but little.

In the houses, stores and everywhere along Sixth, Seventh, Eighth, Central and Broadway, and down toward the Union depot, the people were out watching the peculiar spectacle.

"I would not look," said one man, "thinking it was an April fool joke, but I saw so many more people looking that I turned to see what it was, and sure enough, I saw the headlight, and occasionally, as the flying machine turned from one side to ~~xxx~~ another, I could see red lights that looked like lanterns.

HOTEL GUESTS SAW IT.

Strange Light Creates Great Excitement--Slocum Says It's an Ad.

It seems that half a dozen or more of the guests at the Midland hotel saw the mysterious light and wondered at it. There was much speculation and finally somebody solved the mystery by declaring that it must be the air ship.

"Let's get where we can see it better," said someone, and the other members of the crowd said that was a good idea.

They immediately applied to Night Clerk Campbell for standing room on the roof, but were denied it.

"O, go along," said Campbell, "don't you fellows suppose I know this is April 1?"

At 11 o'clock so many people had talked about it and so seriously that Campbell began to wish he hadn't had such a good memory.

"Half a dozen people asked me if they could go on the roof," he said, "but I thought they were ~~xx~~ trying to work some sort of a gag, so I stood them off."

John P. Slocum declares he saw it.

"Didn't you see it?" he said to a Times reporter. "Well, you missed it, that's all. And do you know what it was? Well, it was just an advertising scheme. The advance agent for Crane worked it here, sent up a balloon with a red light tied to it. That's all. Great dodge. Everybody in town was looking at it. Yes. It didn't miss the Auditorium theater by a hundred feet."

But then, lots of people know John Slocum.

SEEN ACROSS THE KAW.

Citizens of Kansas City, Kan., Watch the Strange Light.

Residents of Kansas City, Kan., across the Kaw were all astir last night evening over what seemed to be an air ship to the northwest. Squads of citizens were to be seen everywhere gazing intently on the strange light, which showed up quite large, and shone with such brilliancy. The presence of the supposed air ship greatly interested the citizens. Families remained awake the whole night watching the body, and the streets were dotted everywhere with crowds of people gazing intently on the light, which seemed to move about from north to south.

The crowd of people watching the air ship near the Missouri Pacific depot stated that the strange light moved up and down. About 9:30 o'clock people who had been watching it stated that it had moved more to the west, and seemed to have lowered somewhat. This fact was substantiated by dozens of people who were witnessing the air ship, and the feeling that it was not an astronomical body was almost universal.

A group of people at Sixth and Minnesota avenue were reckoning the movements of the supposed air ship by means of the Husted building, a five-story structure at the northwest corner of Sixth street. At first the light was visible from the southwest corner of the building but later it became invisible to the Minnesota avenue crowd, which showed positively that the body was moving to the northwest.

The size of the light aroused the curiosity of every one in Kansas City, Kan., and some of the most prominent citizens of the town watched the movements of the strange body. There was not a portion of the city that was not aroused. While there were many who looked upon the object that was believed that a genuine air ship was hovering over the city.

1897 April 2 (Fri) Atchison, Kans., Daily Globe, p. 2. (card 1)

THE AIR SHIP.

Everest, Kansas, people claim to have seen the fake air ship last night, and J.E. Gun, proprietor of the Commercial hotel; E.E. Mason, A.L. Stout, Cleve McGregor and Thomas Ellington, all citizens of the town, have attached their names to an affidavit, which reads as follows:

"This is to certify that we, the undersigned, saw and watched for some time to-night, the movements of large and brilliant lights that traveled at various heights over the city, and that we believe it to be the same as seen at various other points, and believe it to be an airship."

A newspaper correspondent at Everest says:

"At 9:05 o'clock last night a brilliant light, so brilliant that it attracted immediate attention, appeared in the southeast. As the light came near, it threw a flood of light on the town. The entire population was soon out of doors, and for an hour and twenty minutes watched the aerial navigator as it darted about with the velocity of an eagle. At one time it seemed to skirt the lowest edges of a cloud that hung low down in the heavens, and it was then that the powerful lights on board were reflected on the cloud, and the outlines of the ship were clearly distinguished.

"The basket or car seemed to be about twenty-five or thirty feet long, shaped like an Indian canoe. Four light wings extended from the car, two on either side, and placed opposite each other. At the ends these wings were triangular. A large, dark hulk was discernible immediately above the car, and was generally supposed by the watchers to be an inflated gas bag. That the same power that furnished the light was used for lifting the ship was evident from the fact that the light grew dim as the ship went upward, and as the ship came nearer the earth the light was as bright as the headlight of a locomotive which at that time was standing in the railroad yards, the only difference being that the engine's light was of yellow, while the light from the air ship was of a green-blue color. Some claimed that they distinguished red lights suspended over the gunwales of the ship, but this the writer cannot vouch for."

At Kansas City, at 8:45 o'clock last evening, thousands of people were in the streets watching a peculiar light in the sky, and the remarkable thing about the matter is that a bigger story teller was found at Everest than at Kansas City, where they are supposed to be plentiful.

The Missouri Pacific operator at Everest called up Dispatcher Robinson, of the Atchison office, about 3 o'clock this morning, and said the "air ship" was again visible, and was traveling toward Atchison. Robinson sent Al Parker, the porter, up on the roof to watch for it. Parker returned in a few minutes and said he believed he could see it. Robinson went out and saw what appeared to him to be a very large and very brilliant star which cast a reflection ahead of it, lighting up clouds which it happened to fall upon, in a peculiar way.

Parker soon had all the night police officers and lunch house men looking at it, but nobody here claims to have seen a ship, or outlines of one.

There is absolutely nothing in the air ship story, of course. The heavens are watched every night by astronomers, with the aid of large telescopes, and nothing unusual is reported by them. If a star should glimmer in an unusual way millions of miles away, the astronomer would report it. Of course they would see an air ship floating around night after night. The men who report seeing the air ship are simply working an old joke invented by Edgar Allan Poe a long time ago.

1897 April 3 (Sat) Kansas City Times, p. 1. (card 1)

AN AIR SHIP LOCATED / G.D. Schultz Has One Locked Up in His Barn in Westport. / DECLINES TO EXHIBIT IT. / Says, However, He Has Made Several Successful Trials. / BASED ON A NEW PRINCIPLE / Expects to Sail to Chicago and Back in a Forenoon. / CHAT WITH AN AIR CAPTAIN. /

G.D. Schultz of 415 West Thirty-fifth street has been for thirty years working upon a model of an air ship. The work has been prosecuted with such secrecy that not even his nearest neighbors know his occupation, but believe ~~xx~~ him to be a retired capitalist of decidedly sedentary habits.

Schultz lives with his wife and son, the latter a young man of 18, in an unpretentious frame house somewhat isolated and upon an unfrequented street. Behind the house stands a frame barn to which light is admitted through a glazed roof.

This building contains his secret.

The single door is kept locked and still further secured against trespassers by heavy iron bars. No one has ever seen the machine it contains save Mr. Schultz. Even the men to whom he has gone for capital to carry on the work of construction have had to content themselves with pencil drawings of the invention.

During the excitement of Thursday night, when a number of reputable citizens were mystified by the movement of a strange light in the heavens, a Times reporter went out to Mr. Schultz's house to get his opinion of the ~~xxx~~ phenomenon.

He was not at home.

Though the call was made comparatively early in the evening, the house was dark and repeated rings at the door bell failed to bring a response.

Last night the reporter called again. Mr. Schultz was at home and in the best of spirits. His manner indicated exultation, and he would frequently permit the conversation to lapse while he arose and walked the floor, as one who ponders upon a weighty subject. Then he would return to the general subject of air ships and would speak with animation of the possibilities of his machine, always studiously avoiding, however, any word which might give a hint as to the principle upon which his device is constructed.

"Did you see the air ship last night?" was asked.

Mr. Schultz started.

"Air ship!" said he, "well, I saw a lot of stuff in the paper this morning about air ships, but that's all bosh. It was probably a star that the people saw. Yes, it must have been a star--couldn't have been anything else, possibly."

"Where were you last night?"
 "Here."
 "In the early part of the night?"
 "O, I may not have been here all night."
 "Did you have your machine out for a trial trip last night?"
 Mr. Shultz forced a laugh.
 "Well, now, that's a leading question," said he. "I wish you wouldn't quiz me that way. When I get ready to make a trial exhibition I will let you know all about it, but just at present I don't court publicity. To give you an idea of how carefully I guard the secret, I will say that I haven't even applied for a patent. I am going to keep working at it until I complete a few minor details which don't quite suit me, and then I will get my patents and make arrangements to place the machine upon the market."
 "How soon do you think that will be?"
 "Well, sir, if I had the necessary capital, I could have the machine completed in forty days. Three hundred dollars would do it. There are a few little things that I will have to have made in Pittsburg, because they have to be of such finely tempered steel and of such delicate workmanship that they can't be produced elsewhere. When I get them the machine will be done. But I am short of money. I squandered away—foolishly, too—my own small fortune, and since that time I have had to content myself with such outside capital as I could interest. There is some money coming to us, but it's tied up just now in litigation. If I can't get any capital elsewhere, I may have to wait for that."
 "Have you ever tested your machine?"
 "O, yes. It's been tested several times, and each test was entirely satisfactory. In less than two years, even under the least favorable circumstances, I can conceive, I shall be able to leave Kansas City at 8 o'clock in the morning, go to Chicago and transact business and return here by noon. It's a strange thing to me that no one has hit upon my idea before. Why, my machine is as simple as four wheels on two axles, yet it's a masterpiece of workmanship so far as accuracy, durability, lightness and strength are concerned. I say it is strange no one has hit upon it before. Nature is full of hints at true principle, yet here we are a lot of groveling landlubbers! She gives us more ideas of how to build an air ship, than times over, than of how to construct a telephone, or locomotive, yet scientists and inventors have for years been shooting all around the bull's eye without hitting it."
 "Take O. Chanute, for instance. You know he is still dabbling away with the aeroplane theory and until he quits it he will never succeed. I wasted ten years myself on that principle, but finally gave it up because I saw it wasn't practicable. He says all he wants for success in an engine, six pounds in weight to the horse power, and that is plenty light enough for my purposes."
 "My device is a decided departure from any of those which have been produced by inventors in the attempt to solve aerial navigation, and in its practical results dwarfs them as far as it is possible for success to dwarf failure. Yes, sir, in less than a year I will be flying among the clouds, and will then reap the benefits of a life's hard work."

Mr. Shultz is not a hair-brained enthusiast. He is a man of unquestioned genius, and his ideas are not of a chimerical sort. He is not a dreamer, but, on the contrary, intensely practical, and at all times has his wits about him. One of the interesting features of his life's work is the staunch faith which his wife, now a gray-haired woman, has in the ultimate success of his invention. She has followed him closely from the beginning, sharing in his triumphs and his disappointments, and now she confidently believes that victory is but the matter of a few dollars and a few days.

EVEREST SEES IT AGAIN.
 Brown County People Get Another Glimpse of the Air Ship. / Special to the Kansas City Times.
 Everest, Kan., April 2.—Many people watched for the air ship last evening long after the strange craft had disappeared, hoping for its return. Only those who had the patience to remain on watch until 2 26 this morning were rewarded for their long waiting, and only a few were awake when out of the north came that brilliant and powerful light that told of the approach of the aerial navigators. The ship came steadily on at a rapid rate, until it was over the city at a height of about 400 yards. Then it stopped and remained stationary for some moments, when it began to steadily rise until the light was a mere speck in the heavens.
 After some maneuvering it began a very rapid descent and was soon again within 200 or 300 yards of the earth, just south of the city. It then took a northwest course and disappeared at 2:55 a.m.
 That was the last seen of the ship until about 7:58 tonight, when she was sighted away off to the northwest, but few here saw the ship there, as it was hidden from the business portion of the city by a large grove. About this time clouds filled the west and northwest horizon.

J. A. McJohnson, a man of education, saw the light, and, while unable to distinguish the outlines, says he is satisfied it was not heavenly body, but a contrivance of man.
 Editor Johnson of the Enterprise says he is convinced the air ship is a reality.
 Ed Lyon of Lyon Bros. Hardware company says he saw the air ship. Train men from the south report having seen the air ship tonight shortly after it disappeared here. They say it was traveling toward Kansas City rapidly. As so many reputable citizens having had a good opportunity to study the movement of the (ship and) as all are agreed it settles in some out (of the way place) and it has given in its travels every evidence of being the result of nineteenth century brain

and energy there is some quiet talk of organizing a party to search west and north of Omaha for its supply station, as all are agreed to it settles in some out of the way place in day and is tested at night, that it may be perfected before being given to the public and put in practical, everyday use.

WHOLE TOWN STAR-GAZING.
 Everybody Looking for the Air Ship--Venus Mistaken for It by Some. Upon every down town street corner last night there were crowds watching anxiously for the "air ship." It was a pleasant evening, and in the residence sections of the city the front porches were filled all evening with anxious watchers, who never took their eyes off the heavens. They were not favored with a view of the mysterious light however, although many of them thought that they were. Venus, the evening star, hung low in the Western heavens all the evening, a great ball of light, apparently a score of times larger than the other stars, and many people thought that that was the mysterious light of which they had heard, and watched it intently as long as it was in sight. It was impossible to convince many people that they were not gazing on a genuine air ship, and they gazed at the great star of the evening with open-mouthed amazement.

Those who had watched the strange light the evening before were not fooled with the star last night. They called the attention of their friends to the fact that the light they had seen the evening before was a moving light, while anyone could tell that the light of the heavens last night was simply the great planet.

If the "air ship" had understood the attention it was creating in Kansas City last night it would probably have favored the city with another visit, for it had the whole city star-gazing for one night, anyway. Many of the watchers did not give up hope and cease their vigil until a late hour.

LEAVENWORTH WATCHING FOR IT.
 Citizens and Soldiers Scan the Heavens for the Air Ship. / Special to the Kansas City Times.

Leavenworth, Kan., April 2.—A report is in circulation that an officer at Fort Leavenworth saw the air ship last night. The officer was told that if he continued telling the story he was liable to be ordered before a board of officers to have his mental condition inquired into, and that retirement might follow.

The people here are much interested in the mysterious craft, and almost every night parties can be seen surveying the heavens through powerful glasses.

Much talk is indulged in at Fort Leavenworth about the air ship, and an engineer who is quite a scientist in his way said today that if such a machine had been set in motion its starting place would generally be known, but it may belong to some foreign government, perhaps the French, and its place of construction and starting point kept a profound secret. He claims that it might be a fulfillment of the prophecy of Jules Verne, where he tells of the manufacture of an air ship in different parts of the world, so as to keep the plan of manufacture an entire secret.

Air ships for purposes of war are being discussed quite freely, and one officer said yesterday that it was sure to come, and when it does war will be terrible.

"Just think of it," said he, "an army corps of soldiers sailing over our large cities and shells of every size and description being dropped among the people. The slaughter would be something awful. War now as compared with war then is mere child's play."

April 3, 1897 Chicago Record (Sat.) p. 3 (Card 1)

Airship at Kansas City
 Thousands of Persons Claim to Have Seen the Machine.
 Special to the Chicago Record.

Kansas City, Missouri, April 2.—The mysterious black object casting before it a penetrating red light, which has startled the people of Kansas at intervals during the last two weeks, has at last descended on Kansas City.

Ten thousand people are ready to swear that they have seen an airship. There are scoffers and unbelievers and practical men who declare that the light is Venus, the evening star, but, according to the almanac, Venus should have set an hour before this bright light appeared in the northwest, and Venus does not loope around, fly swiftly across the horizon, swoop rapidly toward the earth, and then soar away until lost in the haze of the southern sky.

The mysterious light was first discovered in the sky at 11 5 o'clock last night, and seems to have been observed simultaneously from a score of different points.

Within ten minutes excited crowds had gathered on the street corners and before public buildings watching the movements of the strange object. At the Coates house a hundred or more men and women, among them some of the best-known people in town, stood for half an hour wondering if the object were a thing of reality or only a delusion.

At the Midland hotel, the union hall, the post office, the secret of other places hosts of people gathered to discuss the matter. Such J. McGowan, the agent of an asphalt company; G. P. Stockley, manager of the Midland hotel; J. Len Coates of the Coates house; Abraham Julius J. Wolf and hundreds of other men are fully convinced that this thing is an airship.

Many people at first thought it an April fool joke, but now they are convinced that it is not. At a late hour there are hundreds of people on the streets still watching intently for a return of the airship.

From Everest, Kansas, comes the news that the airship appeared there at 9 o'clock and the whole town saw it. It first appeared against a bank of clouds in the southwest and as so clearly outlined that a correspondent is able to describe minutely its appearance.

The ship remained there for more than half an hour at one time, coming down very close to the earth, and finally disappearing entirely in the southeast. It is believed here that the airship is the one built in Oakland, Calif., several months ago. It disappeared mysteriously shortly after its trial trip, which proved that it could fly. Special to the Chicago Record.

Everett, Kansas, April 2.—No one in this part of Brown County doubts for an instant that the airship is a success. At 9:05 o'clock last night a brilliant light appeared in the southeast, so brilliant that it attracted attention immediately. As the vessel came over the city the full power of the wonderful lamps was turned on, and the city was flooded with light. The entire population was soon outdoors watching the aerial monster as it neared the earth, or, with the velocity of an eagle, darted upward, and again, in an instant, sailed away into space until the lights merely twinkled; then, reversing, it would sail back over the heads of the astonished spectators.

For five minutes at one time it seemed to skirt the lower edges of a cloud that hung low down in the heavens, and it was then that the powerful lights were reflected on the cloud, and the outlines of the ship were clearly distinguished. (over)

The basket, or car, seemed to be about 25 or thirty feet long, shaped like an Indian canoe. Four light masts extended from the car; two on either side, and placed opposite to each other. At the ends of these masts were triangular. A large dark mass was discernible immediately above the car, and was supposed by the watchers to be an inflated gas bag.

That the same power which furnished the light was used for lifting the ship was evident from the fact that the lights grew dim as the ship went upward, and as the ship came nearer the earth the light was as bright as the headlight of a locomotive, which at that time was standing in the yards, the only difference being that the engine's light was of yellow, while the light from the airship was of a greenish-blue color. Some claimed they distinguished red lights suspended over the gunwales of the airship.

George Griswold, conductor of the Missouri Pacific train which passed through Atchison at 3 o'clock this morning, says that when he passed Everett, the air ship was plainly in sight; a band was playing quadrilles on the deck, and the passengers were dancing.

Hebe Stone: The real truth about the matter is that the only air ship visible in Atchison after dark is the courtship kind.

"I have noticed," said Doc Morrison today, "that the men who claim to have seen the air ship, have no great reputation for telling the truth."

Heavens! Think what a predicament we will be in if the inhabitants of that air ship happen to get seasick when the ship is directly over Atchison!

News and Comment: A.J. Arnold, postmaster at Topeka, a man 60 years old, says he saw the air ship; that he saw several windows lit up as if with electric light.

There is a threat for ministers in the air ship: People can go to heaven without being good.

Every kind of ship is in use in the flood district except the air ship.

Mar. 4 p.2--Globe Sights: Our idea of a hopeless fool is a man who has a stiff neck from looking up for airships.

Sat. Mar. 13 p.4--It is believed that the only solution of the Atchison bridge problem is to hire the Heb. airship to carry trains across the river, under an annual rental.

Mar. 17 p.2--We have noticed that during the moonlight period of the month, no one starts an air ship story, but as soon as it gets dark enough to let the imagination do the seeing, the air ship story is revived.

April 3, 1897 Indianapolis Journal (Sat.) p. 5

A Michigan "Fake"

Voices of People in an Air Ship Alleged to Have Been Heard. Decatur, Michigan, April 2.—Residents of the village of Galesburg, in Kalamazoo county, say an airship passed over the town last night.

The first evidence of the visitor was a brilliant white light, by means of which a huge black object, from which was emitted a sharp crackling sound, was distinguishable. It was said that human voices were distinctly heard at one point during the passage of the supposed air ship.

April 3, 1897 Chicago Record (Sat.) p. 6

Flying Machine in Michigan

People at Galesburg Hear Human Voices From the Upper Air. Special to the Chicago Record.

Niles, Michigan, April 2.—In many towns in southwestern Michigan people say that last Thursday night they saw an airship. At Galesburg about 10 o'clock that night people heard a sharp, crackling sound, and saw a brilliant white light in the sky. Several of the spectators are positive they saw a huge black object tipped with flame at a great distance above the earth and moving northward. Some declared they heard human voices coming from the object.

Fri. March 26, 1897 p. 3—Durke's Airship Did Not Fly. (An inventor works for 20 years but his test is a failure.)

Mon. March 22, 1897 p. 1—Wonderful Gravity Motor. (An Indiana genius devises a machine to run without steam or current.)

KANSAS

SHE SCOURS THE SKY / Al, Fast-Sailing, Clipper-Built Air Ship "Great Auk." / NOW AT ANCHOR IN KANSAS. / Possible Explanation of the Lights Seen in the Heavens. / AEROPLANE FROM NEW YORK. / Owners Were Planning a Dynamite Campaign in Cuba. / PASSED THROUGH KANSAS CITY /

A possible explanation of the tramp orbs that have been loafing about through the heavens, deranging astronomy of Kansas and baptizing people with showers of potato peelings and coffee grounds, has been found.

Two months ago an air ship passed through Kansas City—it was encased and in a box car—en route for Wichita. It was the purpose of the owners to leave it to J.B. McMahon, proprietor of the circus which wintered there, as an attraction for the present season. That gentleman refused to close the bargain, however, until he should be satisfied that the thing would fly. Friday night Mr. McMahon was shot and killed and whether or not he had received such satisfaction will never be known.

In the mean time the air ship and its crew have dropped out of sight. It may be cavorting about in the vicinity of Leavenworth, terrorizing the inhabitants and cheating the commonwealth out of the price of a right-of-way, but as yet reports from that quarter have been too vague to constitute a positive identification of the "Great Auk."

The ship in question was named the "Great Auk," presumably because it possessed all the attributes of a bird save the ability to fly.

Mart McKim, of 1119 Central avenue, head salesman of the Kansas City Tent and Avning company, has this to say of the "Great Auk."

"My home is in New York. I am an aeronaut by profession, but business in my line has been slack. I was called to Kansas City to attend the funeral of a brother, and finding myself short of funds, took the first job that was offered, which chanced to be with the tent and avning people. I am going back to New York in June, when I will probably charter some sort of an air craft and resume my profession.

"Shortly before I left New York I made the acquaintance of a Mr. Don Carlos of 1328 Broadway, a noted and daring aeronaut. About two months ago he, accompanied by Mr. J.B. Stoner of Lans street, Brooklyn, a gentleman who has given much time to the study of aerial navigation, came to Kansas City and called upon me at my rooms. They said they had their air ship with them; that they were preparing to go to Cuba to embarrass the Spaniards with dynamite bombs dropped from the "Great Auk," and that they wanted me to go with them. I declined because I feared the climate would not agree with me. They then inquired the way to Wichita, Kan., saying that unless they could engage the services of another experienced aeronaut they could not undertake the Cuban expedition. They would go to Wichita instead and try to do a little circus business.

"That is the last I have heard of either Carlos or Stoner, except that I was given to understand in an indirect way that McMahon requires a practical demonstration of the machine's aspirative qualities before he would consider their offer. I also understood that he demanded the tests should be made at night, that the machine might not be cheapened by a free and unseasonable exhibition, which would, as you readily see detract from its novelty. The "Great Auk" carried an electric search light, but whether or not it was this that the Kansans saw, I can't, of course, say.

"The principle upon which the Great Auk was built was that of the aeroplane, a sufficiently hackneyed theory in aerial navigation, but the principle upon which it was propelled through the air was unique. Mr. Stoner obtained his idea from watching a sheet of paper fall through a still atmosphere from a great height. He noticed /p.2/ that the tendency was to describe a zig-zag course, as a vessel takes against the wind. He at once concluded that the scooting of the paper in the direction tended to form in front of it a slightly condensed cushion of air, which repelled the sheet, driving it toward the rarer atmosphere.

"So he built the "Great Auk" to travel an undulating or wavy plane, as a sparrow flies, depending upon the downward draught to compress a cushion of air beneath and in front of the craft which would hoist it upon the crest of the next wave, and so on. It was propelled by revolving fans, fore and aft, and was raised and lowered by two twin fans, working horizontally upon the upper deck. The undulating movement was secured by a hinged plane of canvas in a steel frame, worked automatically.

"The fans and canvas plane were worked by a small engine, in which steam was generated by the burning of crude oil. The entire device was about seventy-five feet in length by twenty-five feet in width.

"The sectional aspect of the device is that of a cross, as there are really two aeroplanes, one horizontal, the other vertical. A side view suggests the hull of a yacht with centerboard attached."/ EXPLAINS THE AIR SHIP. / Minneapolis (Kan.) Man Writes That It Is an Omen of War and Blood.

A Minneapolis, Kan., man, who has great faith in omens, and is evidently the seventh son of an eleventh daughter, or something like that, has found a solution to the air ship mystery. He says it means war, and that blood will be "spilt." He is modest, however, and asks especially that his name be not printed until after the war, when very few people will be left to read it, perhaps. At any rate, he wisely chooses The Times through which to warn the people of the world.

Here is his letter:

To the Editor of the Kansas City Times.

Minneapolis, Kan., April 2, 1897.—In The Twice-a-Week Times of March 30 I read where parties at Topeka and Belleville, Kan, also at Omaha, Neb., have been seeing what they called an air ship. I have not seen it, but know what it is. The red light which those people have seen is nothing but a red lightning light, and wherever such a light is to be seen is a sure sign of bloodshed, that will take place in the near future. For God's sake, let us avoid war. Let no more blood be spilt

on Kansas soil, or anywhere in the United States. I write this because I feel that I should let the people take heed, and let us not have war. But as the sign has been seen by some very good people, I am afraid that bloodshed can not be avoided. Some may laugh at this warning, but let them not forget it.

Signs of this nature are always visible before a war. Just before the war that Germany had with France, there was a red line in the heavens, instead of a ball, as in the case in this country at present. You may print this warning if you so wish, but do not publish my name until my prophecy is fulfilled.

Pic. p. 1, Air Ship "Great Auk," Now Somewhere in Kansas.
1897 April 5 (Mon) Atchison Daily Globe, p. 1.

News and Comment: It is now claimed that the air ship which created so much excitement near Stockton Thursday night last, was a toy balloon. Some of the Stockton people even went so far as to describe the supposed air ship, telling that it had wings, and how they worked. Prof. Knerr delivered a lecture at St. [Jo?] Thursday night, and the distinguished professor, with O. B. Knight, who travels for a St. Jo millinery house, went to the top of a hill after the lecture, and, as the Central Branch train pulled in, they perpetrated the practical joke. This is the air ship which J. J. Kelley saw.

p. 1--Old Fogies Are About the Best Citizens of Every Town: Old Fogies Never Believe Air Ship Stories.

p. 2--City News: As an Atchison man was walking home at 10 o'clock last night, he was hit on the head by a potato that seemed to fall from above. As no one was in sight, he is of the opinion that the cook on the air ship probably dropped one overboard when he was getting them out in readiness for the morning meal.

p. 4--Conductor Jim Kelley and his train crew saw the "air ship" at Stockton about 1 o'clock Friday morning.

Apr. 6, p. 1--Atchison Affairs: There will be a lot of candidates who would leave earth for a time if they could catch the air-ship tonight.

Wed. Apr. 7 p. 2--The air ship has made its appearance in Illinois, but the inhabitants of that state are naturally suckers.

A good many people believe that "something has been seen" to create the airship stories. Prof. Knerr, the scientist at Midland college, says nothing has been seen, except possibly an occasional toy balloon sent up by a child. The man who claims to have seen the airship are simply fibbers. People are so gullible that they will believe any story told them, and repeat it.

Mr. Kelley, the Central Branch conductor, firmly believes that he personally saw the air ship at Stockton, and is rather inclined to fight men whose doubts his statement. The Apr. 6th "I see" written by J. L. Robinson to the office, "that Prof. Knerr rushes into print with his theory of the non-existence of an arsp." In justice to Prof. Knerr, it should be stated that he did not "rush into print" the opinion he expressed was to a reporter, in answer to a question.

1897 April 6 (Tue) Kansas City Times, p. 1.

An Air Ship in Oklahoma. / A South McAlester Man Vows He Saw One Plainly. / Special to the Kansas City Times.

South McAlester, I.T., April 5.--James Coughlan, who came up from Denison last night, says at 3 o'clock this morning, while he was returning home at Grand avenue, he saw a large air ship going in a northerly direction. It was brilliantly illuminated and was going at a rate, he supposed, of about fifty miles an hour. It made a peculiar swishing sound and as nearly as he could judge was a quarter of a mile above the earth.

His attention was first directed toward the stars by the peculiar sound of the ship, or whatever it may be called, and he watched it until it passed over the hills to the north. Mr. Coughlan is a Mason, and a Knight of Pythias, and has been connected with the Fidelity Insurance company for a number of years, and his reputation for truth and veracity is beyond question.

Mon. Mar. 29 p. 4--All Topeka got up at 2 o'clock Sun. morning to look at an illuminated air ship passing over the city. (Celu?) us! It is sad to think how that blind tiger managed to bite so many people in a temperance town.

Mar. 30 p. 4--The people of Belleville, Kans., are, like Gene Field's little boy, still "seein' things."

Fri. Apr. 2 p. 4--The ar sp may be regarded as the double of the old sea arsp.

Apr. 3 p. 4--If that arsp is prosperity it is a very light article.

5/p. 4--Topeka had a genuine cyclone yester.--or was it an airship?

--At the present rate people will soon be asking each other if they have "got tre air ships."

--If Grover Cleveland had waited a while longer he might have taken his outing in a government airship.

The Denver Post thinks the strange luminous object which has been sailing over Neb & Kans may be one of Ingalls' pugilistic pasagrics going home to roost. It couldn't be an iridescent dream, bec. too many vice-wake people saw it.

Last Apr. 6 p. 4--Kans hens must have been sound asleep when the arsp passed over them. None of the fresh laid eggs in the State have so far been found w headlights, wings or inflated bags marked on their shells.

1897 April 9 (Fri) Kansas City Times, p. 1.

Asx An Air Ship seen at Troy. / One Is Seen Maneuvering Over the Brown County Town. / Special to the Kansas City Times.

Troy, Kans., April 8.--Sol Miller, in this week's issue of the Troy Chief, adds his testimony to the reality of the much talked of air ship. He says:
"We have read a good deal, for the past few days, about a mysterious air ship, and supposed it was some trick or sensational story. But last Sunday night, about half past 9 o'clock, about a dozen of our citizens had a sight of it. It was directly over town, and somewhat resembled the headlight of a locomotive. After slowly moving westward, maneuvering as it went, it sank below the horizon. Whether there is a trick to this matter or not, there is something mysterious about it."
1897 April 9 (Fri) Atchison (Kans) Daily Globe, p. 8[47].

Somebody is working the "air ship" fake in Atchison. At 11 o'clock last night a peculiar light hump over South Atchison, moving about in a peculiar manner. P. D. Bonebrake, who watched it several minutes, says it had the appearance of a Japanese lantern on the tail of a kite.

p. 4--Speaking of the intelligence of man as compared with that of woman, it may not be out of place to remark that of all the crows that have claimed to have seen the air ship, not one was a woman.

The St. Jo Herald goes too far: it prints a picture of the air ship that is said to have been wrecked at Bethany, Mo.

Sat. April 10, p. 2--The airship was seen last night in Kansas City, Leavenworth, St. Joe, Topeka, Boston, New York, Philadelphia, Chicago, San Francisco, Kalamazoo, Nashville, Atlanta, Minneapolis, Baltimore, Washington, El Paso, St. Louis, Cincinnati, Roanoke, and a great many other cities whose names we are unable to recall, because of the many years that have elapsed since we looked into a geography.

Mon. Apr. 12--p. 1--The Newspaper Readers Are Tired of the Flood and the War, and Are Not Satisfied With the Air Ship Story.

p. 1--Oaha crank writes letter that he's the inventor--Trans-Viss Expo. p. 4--A girl went into a book store today, and asked for a book entitled "Ships that Pass in the Night," saying that she wanted to thoroughly post herself on air ships.

1897 April 9 (Fri) Star and Kansan (Independence), p. 4.

A Sycamore gentleman asked us yesterday whether we had heard of any strange sight being seen in the sky, east or ~~north-east~~ north-east of this city, Monday evening. Some Sycamore young men plowing in the field at about 5:30 p.m. saw off in the south-east about eighteen degrees above the horizon a strange sight over which they were much excited. At first they thought it was a great white kite, then that it was a compact flock of birds and while they gazed in open mouthed wonder the thing disappeared, apparently in a cloud of smoke and steam. It was thought that possibly the famous air ship had blown up and the details of the tragedy would come along in due time. We are always ready to help science soar higher and higher and when we get hold of air ship stories we dress up with proper frills, as in duty bound.

The story published above about the young fellows up in Sycamore seeing an air-ship off in the east is, unfortunately, totally ruined by subsequent returns. It seems that a young farmer over near Cherryvale is an amateur aeronaut and has been practicing for some time preparatory to launching forth in a more pretentious manner. He was advertised for an ascension at Cherryvale Saturday but his balloon was old and leaky and he failed to make a "go." He tried again, Monday, however, and this time everything worked all right. The young man rose to quite a dizzy height and then came down with a parachute, landing about half a mile from the city safe and sound. It is a great disappointment and makes a good story sound very flat, but this is undoubtedly the astonishing object which floated in to the startled vision of the Sycamore fellows.

1897 April 12 (Mon) Emporia (Kans) Daily Gazette, p. 1.

The air ship was seen by Willie Puffer and his father, by Dennis Madden and family and by Engineer McKenzie and family Saturday night.

Apr. 9 p. 3--Moon Creek--and now it is Burt Carey who carried his head at an angle of 45 degrees.

Apr. 10--Ar Sp in Burlington, Ia.

Apr. 15--Wp. 1--When a man tells you he has seen the airship, dodge or his breath may make your head whirl.

Apr. 17, p. 3--"Arsp" Making Regular Trips.

Appleton, Wis., April 16.--This vicinity seems to be a favored spot for the famous "arsp," for letters have been found describing the machine, with dates two days apart. One announces that the ship is making regular trips of three days each from Lafayette, Tenn., to Yankton, S.D., and that the machine was constructed at Lafayette. Apr. 19, p. 4 & 20, p. 1: The air ship passed through Hardcastle and Kenyon's store last Sat. Night, laden with a lot of young people from Saturn. A Miss Morning Star, one of the brightest of the company remarked that she had not seen such a display of fine furniture... since she left her native clime about 72,000 years ago.

Fri. Apr. 23, p. 2: The latest about the air ship is that during the storm last night, when everybody was indoors and it was very dark, the ship came down to the Emporia Electric Light Company's plant and was recharged with electricity. The night man at the plant knows all about it.

1897 April 14 (Wed) Kansas City Times, p. 3. (card 1)

HOW MANY OF THEM ARE THERE? / Air Ship Seen at Emporia When It Was Hovering Over Chicago. / Special to the Max Kansas City Times.

Emporia, Kan., April 13.--What was supposed to be the mysterious air ship passed over Emporia Saturday night about 9 o'clock. It was

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first seen by Willie Puffer, a boy who was returning from choir practice at the Episcopal church. He ran home and called his parents to the door to see the "air ship."

William Puffer, his father, who is one of the best known citizens of Emporia, laughed at the boy, but went to the door, when he was surprised to see, almost overhead, but very high, either a cluster of lights or one large light in the shape of a letter A, which was moving rapidly in an almost westerly direction, almost in the teeth of a very strong northwest wind. Mr. Puffer is positive that the light, or lights, were not such as could have been made by any large toy paper balloon or by a lantern fastened to a kite. He is also positive it was neither a planet nor a meteor. He says the peculiar shape of the light and the fact that it moved against the wind at quite a rapid rate satisfies him that navigation of the air has become an accomplished fact.

Mr. Puffer sent word to a number of his neighbors, who also saw the aerial visitor. Among them, besides the members of his own family, were the families of Mr. McKenzie, one of the best known engineers on the Santa Fe road, and Dennis Madden, brother and law partner of John Madden, lat candidate for Congress against Charles Curtis.

Mr. Madden corroborated what Mr. Puffer said, except that by the time he had been called the light was so far away that he could distinguish no particular shape to it. He described its movements as somewhat irregular, seeming to drop a short distance and then move on in a straight line until it disappeared seeming beyond the firmament or being some trees very far away. He is also satisfied that what he saw was not a planet, a meteor, a star or an illuminated toy balloon.

G.C. Clemens Sees the Air Ship.

Special to the Kansas City Times.

Topeka, Kan., April 13.--G.C. Clemens, Supreme court reporter, has seen the air ship. He said today in an interview: "I have always been just a little too late when there was a ghost around, but I saw something last night about 8:30 that surprised me and set me to thinking. I have been laughing at people who claimed to see a strange light in the west. I took now stock in the stories. However, last night, as I was coming down stairs, I saw something bobbing around in the west. It looked like an electric light and had a movement such as one would expect to see if a lantern was tied to the tail of a kite. I called my wife and some of the neighbors and we watched the thing for about ten minutes, when it disappeared. The theory of the Chicago astronomer that it is a star does not hold good, for it was very cloudy last night and so a star would not have been seen. The light was below the clouds; I do not pretend to say what it is, and neither do I theorize about this strange light appearing simultaneously in so many different places; but there is something very strange about it, that is certain."

1897 April 17 (Sat) Atchison (Kans) Daily Globe, p. 1.

News and Comment.

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.

p. 4e If ever the air ship stops at Atchison, it will be for the purpose of loading up with Superb hard wheat flour.

13, p1 N&C Chicago astronomers have seen the peculiar light supposed to be fastened to the front of an airship, to keep other ships from colliding with it, and say it is a fast moving star called A.O. (Greenote). It has never before been known to be as brilliant as of late, and it gives out a colored light. There is no backing down from the opinion of the astronomers. Atchison people are not at all surprised to learn that it has the title "Alpha" to it. [local flour?]

Apr. 14, p.2 Was it a star of unusual magnitude and brilliancy that guided the shepherds to the manger where the infant Christ lay, or an air ship? Late developments would prove it was an air ship.

April 16 p.1 N&C. The newspapers lead the people to believe that Omaha is practically under water. The facts are that Omaha is high and dry, except that shanties on the lowlands are surrounded. All the news of the flood is greatly exaggerated. The newspaper correspondents are becoming more unreliable than ever before, and the newspaper publishers have less sense than ever before in paying for what the correspondents send out. The Chicago papers lately printed a great airship story. Every line printed about the airship has been invention, plain and simple.

1897 April 17 (Sat) Kansas City Times, p. 1.

PAYS THE CAPITAL A VISIT. / Air Ship Plainly Seen in the Early Morning at Jefferson City. / Special to the Kansas City Times.

Jefferson City, Mo., April 16.--According to the story of Al Miller, a well-known and reliable citizen of this city, the air ship that has been attracting so much attention in Kansas and elsewhere passed over Jefferson City at an early hour this morning. Mr. Miller's story is that he had been sitting up with a sick friend in the southern part of the city and left to go home at 1:30 a.m.

It was a beautiful night and his attention was first directed to the aerial vessel by a light of unusual brilliancy. He looked up into the

heavens and was startled to see the outlines of a dark, moving body, from which sparkled the light that had first attracted his attention. It was a search-light, and was fitted flitted from point to point of the city, as though the navigators of the craft were endeavoring to get their bearings. The ship was traveling from southeast to northwest, and was, when first seen by Mr. Miller, not over 200 feet from the earth. At one time it stood still, suspended in space, while the occupants seemed to be leisurely taking a survey of the landscape below them.

Seemingly they were satisfied in a few moments, for the vessel rose gracefully far up in the air and shot to the northwest, going directly over the dome of the State house, and was soon out of sight, although Mr. Miller, who stood and looked after it for ten minutes after it disappeared, says he caught several glimpses of the light far above the Callaway bluffs.

So far no one has been found who saw the ship to corroborate the story. It has created much interest here, and it is very likely that a number of people will keep a close lookout for the air ship for several nights to come.

1897 April 23 Fort Scott (Kans) Daily Monitor (Fri) p. 4.

The Airship Mystery. / As Told by a Crank the World Is Coming to an End.

The old man has done nothing in the past few weeks but attract attention on the streets by his predictions and who claims to be a second Jesus Christ, has solved the air ship mystery to the utter satisfaction of himself only. Yesterday afternoon he had a small crowd corralled on the corner of Wall street and Scott avenue, pouring forth words that were unreasonable and ridiculous in their nature.

He says that the air ship stories are all fakes, that the lights which are detected in skies are signals of approaching danger, that the world would soon come to an end. The congregation gave his words no credence and he told them it was too much for their wisdom. The fellow whose name is not known is making himself quite obnoxious to some of the business men by attracting large crowds in front of their places of business.

Sun. Apr. 11 p2 (eds)--The Atchison Globe says it is a sign of the superior intelligence of woman that none of them have seen the air ship.

Tues Apr. 13 p.2--One of the hardest blows the air ship story has received is the fact that whenever any one is reported to have seen it his church and social standing is given to bolster up his story. Sat. Apr 17 p2--The report that the air ship has been seen at Fort Scott will cast a suspicion upon the claim that the joints are closed. Fri Apr 23 p.2--Edison says there is no airship. The joke is on Edison. He ought to be able to discover a joke without its being labelled.

Wed Apr 28 p.2--The joints must be wide open at Yates Center. A man in that vicinity has not only seen the air ship but insists that he saw it steal a 3 year old heifer, and he has the affidavit of the populist coal oil inspector and 2 druggists to the effect that he is not crazy.

Fri May 7 p2--The airship at Topeka turns out to be an immense kite that a man and his boy had been flying. // 8, 1 Bernard
Sun May 9 p2--The airship fake (St. Louis Republic)

"The airship sighted in Wash & NY & Chi." This fake has given birth to a new saying. Instead of charging a man with having wheels in his head it is now the proper palaver to accuse him of having "arps in his garrett."

They have a real airship at the Nashville exposition; one that even the strictest prohibitionist may see and tell about without having his sobriety questioned.

May 10 p.2--Only flying machine ever to fly is Langley's.

1897 April 24 (Sat) Atchison (Kans) Daily Globe, p. 1

News & Comment

All people of Hiawatha who wish to be classed by the newspaper correspondents as "leading and reputable citizens," are on record as having seen the air ship over that town last evening.

Apr. 20, 4b Atchison railroad men call the pay car the air ship.

28, 2b Since the outbreak of war between Turkey and Greece, not a word has been heard from the air ship.

2e "I have found a man who has seen the air ship," said Prof. Knerr today, "and a few evening ago he pointed it out to me; but this air ship was nothing more than the planet Venus, which has been such a conspicuous star in the evening sky now for several months. After the 28th Venus will be a morning star, and then doubtless some early risers will revive the air ship story."

27, 2a A special dispatch from Yates Centre, Kans., says that an air ship passed over that place recently, and swooped down and stole a calf. An affidavit accompanies the story, signed by the leading citizens of Yates Centre, who answer that the story is true. These air ship stories give "the leading citizens" of the town where the ship is seen, a chance to come forward.

2b. Instead of saying a man has wheels in his head, say he sees air ships.

2d Atchison will exhibit the air ship as a Corn Carnival attraction.

1897 April 25 (Sun) Kansas City Times, p. 7.

AGAIN THE AIRSHIP. / Seen Over Kansas City--Constable Brennan Among the Observers.

Again the air ship has been seen. A number of people who were waiting for a car at Fifteenth and Olive about 9 o'clock last night saw two bright lights in a northeasterly direction, apparently about half a mile above the city. They seemed to be about seventy-five

feet apart and dark shadows could be seen between them. They looked like electric lights shining through reddish glass and were not the color of stars. The lights were also very much larger than stars. Though the wind was in the south, the lights moved from west to east, always remaining the same distance apart.

At one time these lights were seen to give a series of spasmodic upward leaps, as if ballast were being thrown off. They continued to move eastward until finally they disappeared.

Constable Jeff Brennan of Joyce's court was among those who saw the lights, and he vouches for the truth of this story.
1897 April 25 (Sun) Kansas City Times, p. 1.

PATENT FOR AN AIR SHIP. / South Dakota Man Invents One That He Thinks Will Fly. / Special to the Kansas City Times.

[O'Connell], Neb., April 24.—In the office of G. W. Sues, an Omaha patent solicitor, may be seen the plans of an airship which may solve the problem of aerial navigation. The inventor is Henry Heintz, of Elkton, S.D. In this connection it would not be strange if it turned out that the people in Nebraska reported to have seen an airship had really seen the Heintz airship, as Elkton is a little more than 200 miles from Omaha.

The invention embodies an elongated aerial car entirely enclosed, provided with a steam engine to drive a shaft provided with a buoyant propeller. Extending upward from this aerial car are ten hollow posts, which are secured at their upper ends to a cigar shaped balloon which is propelled point forward. Upon these ten posts are ten parachutes. They are in belt connection with a driving shaft within the car and are made to operate alternately. A buoyant propeller and steering apparatus extend from the car, and is so arranged that it can be heated if necessary. The buoyant power of the balloon is simply sufficient to carry the entire apparatus just above the earth. The apparatus would not rise, however, without the help of the parachutes, which have to be operated in order to raise the ship.

The parachutes are so arranged that as one set descends in raising the car the other set ascends in a closed condition, preparatory, in turn, to descend and open. Then, in order to propel the ship forward, the inventor has provided a suitable propeller, so that by his combined instrumentalities the ship can be carried upward, downward or forward at the will of the operator.
1897 April 27 (Mon) Atchison (Kans) Daily Globe, p. 4d.

The peculiar light which has caused all the air ship talk was seen by half a dozen persons from the west porch of Miss Berenan's boarding house at 10 o'clock last night. In the heavens to the northwest they saw a large yellowish light, which ascended to a height of several thousand feet, and then moved rapidly away in a northwesterly direction growing smaller and smaller until it finally disappeared. It was seen for about three minutes, and looked exactly like a toy balloon carrying a strong light, and moving upward until carried away by an upper current of air.

April 28, p. 1: N & C. The airship was seen by a party of sweet lieutenants at Ft. Leavenworth last night. The lieutenants are usually in position to see airships every night.

Atchison Affairs: Answer to correspondent: The air ship story originated with Edgar Allan Poe a great many years ago. All the stories of air ships printed in the newspapers are fables of course. The latest lot of stories originated with Missouri Pacific night operators between Atchison and Omaha.

p.2: We have quit keeping a wharf in repair for our ship when it finally comes in, and are fixing a soft place for it to light (Globe Sight).

4b Dick Selty did not think of the air ship story first, so he is going around telling that yesterday he saw a catfish in the river big as a man, and that it stood on its tail, and looked around.

4d Mrs. C.W. Postlethwaite saw the strange light in the sky Monday night, and says it was a toy balloon; she saw its outlines distinctly. It was also known that a West Atchison man sent up a toy balloon Monday night. Another air ship bursted.

April 29 p. 1 (top) It is proposed, if the floods continue, to revive reminiscences of Noah, and inaugurate a Noah craze.
1897 April 27 (Tues) Kansas City Times, p. 1. (card 1)

AIR SHIP STEALS A CALF / SWOOPS DOWN LIKE BIRD OF PREY, GRABS THE MEAT AND GETS AWAY. / Hamilton, Who Owned the Veal, Stands Trembling by and Sees the Steal—His Truthfulness Is Put to Dispute; 'Tis Vouched for by Men of Repute—Peruse the Story; It's a "Beaut." / Special to the Kansas City Times.

Topeka, Kan., April 26.—Millions have laughed at the Kansas air ship, but the thing is no joke to Farmer Alexander Hamilton, who resides near Yates Center, Woodson county. The air ship not only appeared in plain view of Hamilton and his family and frightened them out of their wits, but the captain of the "vessel" had the nerve to swoop down upon the cow-lot and steal a 3-year old heifer. At any rate that is what Hamilton says, and the Yates Center Advocate, which publishes the story, vouches for his honesty and great love of truth. In addition, a dozen well-known citizens, including State Oil Inspector E.V. Wharton, Sheriff M.E. Hunt and Banker E.H. Winter, testify that Hamilton's reputation for truth and veracity has never been questioned.

Hamilton claims that the air ship visited his place a week ago tonight. He told the country people about it, but the report did not reach Yates Center till Saturday, when Hamilton related it to Hudson & Faught, the Advocate men, who proceeded to get out an "extra."

"Last Monday night about half past 10 o'clock," Hamilton said, "we were awakened by a noise among the cattle. I rose, thinking perhaps my bull dog was performing some of his pranks, but upon going to the door saw, to my utter astonishment, an air ship slowly descending over my cow lot about forty rods from the house.

"Calling Gid Heslip, my tenant, and my son Wall, we seized some axes and ran to the corral. Meantime the ship had been gently descending until it was not more than thirty feet above the ground, and we came up to within fifty yards of it.

"It consisted of a great cigar-shaped portion, possibly 300 feet long, with a carriage underneath. The carriage was made of panels of glass or other transparent substance, alternating with a narrow strip of some material. It was brilliantly lighted within and everything was clearly visible. There were three lights, one light an immense search light and two smaller, one red and the other green. The large one was susceptible of being turned in any direction.

"It was occupied by six of the strangest beings I ever saw. There were two men, a woman, and three children. They were jabbering together, but we could not understand a syllable they said.

"Every part of the vessel which was not transparent was of a dark reddish color. We stood mute in wonder and fright, when some noise attracted their attention and they turned their light directly upon us.

"Immediately upon catching sight of us, they turned on some unknown power, and a great turbine wheel about thirty feet in diameter, which was slowly revolving below the craft, began to buzz, sounding precisely like the cylinder of a separator, and the vessel rose as lightly as a bird.

"When about 300 feet above us it seemed to pause and hover directly over a 3-year-old heifer, which was bawling and jumping, apparently fast in the fence. Going to her we found a cable about half an inch in thickness, made of the same red material, fastened in a slip knot around her neck, one end passing up to the vessel and tangled in the wire. We tried to get it off, but could not, so we cut the wire loose and stood in amazement to see ship, cow and all rise slowly and sail off, disappearing in the northwest.

"We went home, but I was so frightened I could not sleep. Rising early Tuesday morning, I mounted my horse and started out, hoping to find some trace of my cow.

This I failed to do, but coming back to Leroy in the evening, found that Lank Thomas, who lives in Coffey county, about three or four miles west of Leroy, had found the hide, legs and head in his field that day. He, thinking someone had butchered a stolen beast and thrown the hide away, had brought it to town for identification, but was greatly mystified in not being able to find a track of any kind on the soft ground.

"After identifying the hide by my brand, I went home, but every time I would drop to sleep I would see the cursed thing, with its big lights and hideous people. I don't know whether they are devils or angels, or what, but we all saw them, and my whole family saw the ship, and I don't want any more to do with them."

The Advocate said, Hamilton looked as if he had not recovered from the shock, and everyone who heard him was convinced that he was sincere in every word he uttered.

Hamilton has long been a resident of Kansas, and is known all over Woodson, Allen, Coffey and Anderson counties. He was a member of the House of Representatives early in the seventies. He staked his sacred honor upon the truthfulness of his story.

The following affidavit is given in support of Hamilton's reputation as a truthful man:

AFFIDAVIT.

State of Kansas, County of Woodson—[cs].

As there are now, always have been and always will be, skeptics and unbelievers whenever the truth or anything bordering on the improbable is presented, and knowing that some ignorant or suspicious people will doubt the truthfulness of the above statement, now,

Therefore, We, the undersigned, do hereby make the following affidavit:

That we have known Alex Hamilton from fifteen to thirty years, and that for truth and veracity we have never heard his word questioned, and that we do verily believe his statement to be true and correct:

E.V. WHARTON, State Oil Inspector.	/	M.E. HUNT, Sheriff.
W. LAUBER, Deputy Sheriff.	/	E. H. WINTER, Banker.
E.K. KELLEBERGER, M. D.	/	E.S. JOHNSON, Pharmacist.
J.H. STITCHER, Attorney.	/	ALEX STEWART, Justice of the Peace.

H. WAYMIRE, Druggist.	/	F.W. BUTLER, Druggist.
JAMES L. MARTIN, Register of Deeds.	/	H.C. ROLLINS, Postmaster.

Subscribed and sworn to before me this ~~21st~~ 21st day of April, 1897. / W. C. WILLE, Notary Public. / It is in Missouri Now. / Special to the Kansas City Times.

Marshall, Mo., April 26.—Quite a sensation was created here last night about 9 o'clock by the passage directly over the city of a strange looking aerial apparatus. It came from the southwest and when over town went east. Several colors of lights were about it and the movement was rapid.
1897 April 30 (Fri) Hutchinson, Kans., Daily News, p. 6.

SAW THE AIR SHIP. / A Reno County Farmer Tells a Good Story Which Sounds Like the Truth.

"Hello, Pete," said a reporter to an old friend from the northwest part of the county last evening. "How do the rains we have been having suit you farmers?"

"First class," was the reply. "With warm weather, which is sure to

come there will be an immense corn crop in old Reno this year, provided the hot winds do not come, and they are not likely to as the buffalo wallows and the ponds are all full of water, and when that is the case at this time of the year, I have never known of hot winds."

"But by the way," he continued, "I had an experience on Monday evening when I was going home from the Odd Fellow celebration. It was about 11 o'clock. I was tired and sleepy for I had had a good time, and was letting Old Bay go along pretty much as he pleased, knowing he would take me right up to my gate. I rather guess I was more than three-quarters asleep. All at once I awoke with a start and found Old Bay standing still and shivering with fear. I heard a sound as of some night bird rushing through the air. Looking in a northwesterly direction I saw a large dark object, with small lights in the fore and after part of it. It was about half a mile high and was going in a northeasterly direction. I pulled out my "glass" and taking a long look at the object I made out something that looked like an immense three-masted schooner, with all its sails and jibs set. By the light of the binnacle lamp I could see a man standing at the wheel steering the craft. The rudder was shaped like the vane on my windmill but many times larger. Following the vessel there were five lines of geese or brant, you know how they fly when migrating, at least a mile long, the schooner forming the head of the column. It was the strangest and most beautiful sight I ever saw, and I am convinced that I saw the great air ship that has been seen in this part of the state so often lately."

Heretofore there has been a little doubt as to whether an air ship had ever been invented, much less seen. But this gentleman's reputation for truth and veracity is well beyond question. Every man, woman and child in the township in which he lives considers his word just as good as his bond, and when they read his story will be convinced that there is an airship--somewhere. The reporter also wishes to stake his reputation for truth that his friend is strictly temperate.

1897 May 6 (Thurs) Kansas City Times, p. 8.

Again Soars the Air Ship. / Mysterious Aerial Creature Pays Emporia a Twilight Call. / As Usual, Numbers of Reputable Citizens See the Strange Visitant--It Was Traveling 60 Miles an Hour at a Height of One Mile and Possessed Both Lights and Wings. / Special to KCT.

Emporia, Kans., May 5.--This city has had her air ship. It happened early this evening between 7:10 and 7:20, in the plain view of hundreds who congregated on the streets.

At the time darkness was just beginning to fall, yet everything could be plainly seen when the strange craft first appeared southeast of the city. It soared about a mile high. Those who saw it first state that it carried a bright light, which could not be seen after it had partially passed the city. The vessel was going at a rate of not less than 60 miles an hour, as it was not more than ten minutes in coming within and passing out of range of vision at Emporia.

Among those who first saw the queer visitor was Prof. Eli Payne of the State Normal school, who with his wife and Prof. John Schurr, superintendent of schools at Howard, Kans., were out riding. They all agreed that a large headlight of some kind was in the aerial navigator, and that it was going at a rapid rate in a direct line north; that there was no perceptible wind, and that portions of the object in the air could distinctly be seen to have motion of some kind, which was similar to that of the wings of a large vulture or turkey buzzard, though at a distance too great to make out distinctly. The object was also plainly seen to have a wavy motion, at times ascending and then descending.

Among the well-known citizens who saw the sight, and who agree on the above statement, are: Judge J.W. Malloy, Prof. J. Edward Malloy, John Henning, John L. Eskridge, W.L. Prothero and hundreds of others.

1897 May 7 (Sat) Emporia (Kans) Daily Gazette, p. 4.

The Air Ship.

Emporia had a good look at the air ship last night. About 7:30 people in the eastern part of town saw it. It was high in the heavens and only a black object in the dome. Charley Harris said he saw it wave a dip. Other agree with him. It first appeared to be going west and then turned and traveled directly north. Probably 1,000 Emporia people saw the object. It may have been a toy balloon. It may have been a kite. But it certainly looked unfamiliar and strange. Charley Harris says that it had a headlight and that many people saw it, before the "ship" turned north. Many conservative citizens believe it really was an air ship.

Two young farmers who came in on East 6th ave while the people were rubbernecking at the "air ship" from the M,K&T depot, said the "ship" was a big paper balloon, and passed over their heads about a mile east, so close that they could've shied a stone at it and knocked a hole through it.

Barnard 7/1 & 15/1

May 10 p.4: Emporia people are being pestered by letters from scientists who wish to know about the air ship.

Nov 23/96 Floating through the atmosphere (SF arsp)
Mar. 25/97 Belleville; 30 Omaha; April 2, KC & Everest.

1897 May 14 (Sat) Atchison (Kans) Daily Globe, p. 1c.

News and Comment: St. Joe had an attack of air ship last night. At 8 o'clock the streets were filled with people gazing at a large looking object, with four colored lights attached, that sailed across the sky. The rubbernecks afterwards learned that it was a kite, with four small lanterns attached, sent up by a railroad man in St. Joe, as a joke on the people.

May 1, 4c: Since a certain aerial experience, a well known boarding house in Atchison is called the Airship, and people living in that vicinity refer to the neighborhood as the Wharf.

3, 2d: Erie Aerial Fleeters

4, 1: Atchison Affairs: One Missouri Pacific operator who saw the air ship has lost his job.

6, 1F: M&C: It will be remembered that on Sat. night a few was ago, a dispatch was sent out from Topeka stating that the arsp had been seen there, and that Ed. C. Little, who runs Gov. Leedy, and Harold M. Chase, of the Topeka Capital, had given their affidavits that they saw it, and that it was an air ship. The secret has leaked out. It was a government experimental kite, with 2 lanterns attached, and was sent up by Manager Joseph M. Patton of the Topeka railway co., and with no intentions of perpetrating a joke.

11, 4a: It is reported that the airship make a flying trap to Atchison a few nights ago, and took on a supply of Alpha flour
4d: Gas Co. ad, "written aboard arsp."

12, 1e: Dispatch from Topeka abt 50' snake--eds should be ashamed to print such stuff (comment).

2c: Globe Sights: What has become of the old fashioned people who used to see ar sps?

NEBRASKA

1897 April 10 (Sat) Omaha World Herald, p. 4.

MYSTERY OF THE AIRSHIP.

A number of newspapers that are now making merry over the foolishness of the people who have mistaken Venus for an airship may soon be called upon to announce that they knew all the time that an airship had been perfected. In this day and age it is not the part of wisdom to decry an alleged invention. Folk called Cyrus McCormack a fool when they learned that he was trying to invent a machine that would bind grain as fast as cut. Stevenson was jeered at by his neighbors when he said he could make steam haul great load across the country. Samuel Morse was at one time in danger of being sent to an asylum because he insisted that he could send messages over the electric wire. The man who invented the telephone was laughed at when he said he had a machine that would carry articulation over hundreds of miles of wire, and the world stopped whirling when Edison invented the phonograph. Now we have the kinetoscope, the telautograph, the electric motor and a hundred other things that our forebears would have thought impossible or of the devil.

And why not an airship? Of course, Maxim, the great inventor, has failed to make a successful one, but our greatest inventions were not made by skilled inventors. That mysterious light may be the long sought for navigator of the air. If it is, the fact is not surprising. It is true that Venus is unusually brilliant at this season, but Venus, despite what the poets say of her, is a staid and respectable body and not given to cutting didoes in the upper ether or in the habit of swooping around from one place to another. Venus stays right there, but the mysterious light that is hailed as an airship moves with great rapidity. Some staid and respectable citizens who look not upon the wine when it is red nor daily with the corn when it is in its liquid form have seen the great light moving swiftly athwart the heavens. What is it? It may be an optical illusion, of course, but would anyone be greatly surprised if it did turn out to be a successful airship, capable of moving at a great speed treble that of our fastest express trains? This is an age of wonders, and the humorsists of our esteemed contemporaries would do well to remain quiet until we learn something more of this mysterious light called an airship.

1897 April 10 (Sat.) Nebraska State Journal (Lincoln), p.5. (card 1)

CENTRAL CITY SIGHTS IT. / Mysterious Air Ship Hovering Over Merrick County.

CENTRAL CITY, Neb., April 9.--(Special.)--The so-called airship put in an appearance at this place about 9 o'clock last night, but did not stop to take on any passengers. It was first seen by C. Jacobson while on his way home from his place of business about fifteen minutes before 9 o'clock. He says that when he first saw the light it was almost directly west from him, and appeared to be about a mile high, as near as he could tell. He first took it to be the evening star, but upon looking at it, it seemed to be moving. To make sure he was not mistaken he got behind a tree and sighted along the trunk which convinced him that the light was moving in a northerly direction. At the time Mr. Jacobson was near his home, and upon arriving there he went in the house to tell his son Henry to come out and see the light, the other members of the family being at church. While he was in the house the light seems to have disappeared, as it could not be seen for a few minutes afterwards, but suddenly put in an appearance almost due northwest of them. Desiring to have other witnesses Mr. Jacobson called neighbors, C. Larsen and family, and together they watched the strange spectre floating through the heavens until it disappeared rather suddenly about five minutes afterwards, almost due north of them.

The light is described as having been very bright and of a greenish color, resembling an electric light. At times it seemed to be moving like a search light in the hands of an operator. Nothing besides the light could be seen. The most curious part of the occurrence is that the witnesses say the light was beneath the clouds, which were quite numerous at that time and which were being driven rapidly by the wind in a southerly direction.

All of these witnesses are among the very best citizens and no one here doubts their truthfulness. Mr. Jacobson says he is willing to make an affidavit to the effect that the report as sent to The Journal, which was read to him, is correct.

ST. EDWARD IN ITS PATH.

ST. EDWARD, Neb., April 9.--(Special.)--Last night about 9 o'clock a party of citizens composed of C. A. & K. Gibson and others, noticed a very bright light appear in the east, which seemed to be moving swiftly toward the west and just after passing over the town disappeared. About a half hour later people coming from church again saw the light, which seemed to be about a mile away. While watching it, it quickly disappeared, but soon after appeared again further south and seemed to be coming toward town. It, however, went from sight and was not seen again. When first seen by Mr. Gibson and others it was taken for a shooting star, though they thought it was most too large, but took no further thought of it till their attention was called to it by Pell A. Barrows, who was one of the party who had seen it later in the evening. The Journal correspondent interviewed the gentlemen and was informed by Mr. Gibson that it took the light about fifteen minutes to cross the sky. Mr. Barrows said that his attention was called to the light soon after leaving church by one of the ladies in the crowd, and that they stood for several minutes watching it. The light appeared dazzlingly bright and was about half as large as the moon. Other persons who saw it were Mr. and Mrs. S. Crouch, Mrs. Gunterman and son, Mrs. Barrows and daughter and Oliver Wilson, who also saw it from another point. These persons all unite in pronouncing it the famous flying machine which has been seen in different parts of the state.

1897 April 14 (Wed) Omaha Daily Bee, p. 3.

Bulletins from the Airship. / Appears Saturday at Decatur and Sunday in the Black Hills.

DEADWOOD, S.D., April 13.--(Special Telegram.)--Last night Albert Savre, while returning to his home from a social call at a late hour, distinctly saw mysterious lights floating in the air above him and the dim outline of a mysterious something sailing slowly over the city. It moved in a leisurely manner and was in sight for at least 20 minutes. It was also observed by George Wilson, John Ryan, Max Pawley and Ray Sharpe, each of whom gives a different account of its appearance. The gentlemen named are personally unacquainted with one another.

DECATUR, Neb., April 13.--(Special.)--The same or a similar mysterious light that was seen here a few nights ago again appeared here on Saturday evening. Its course was south but instead of going down on the Nebraska side of the river this time it followed the Iowa line.

1897 April 14 (Wed) Omaha Daily Bee, p. 5.

Hears the Airship's Machinery. / Prominent Business Man of Oak Tells of His Experiences.

OAK, Neb., April 13.--(Special Telegram.)--This morning L. R. Young, a prominent business man of this place, reports that after locking up and going home from his place of business last evening, about 11 o'clock, he saw a very bright light coming from the southwest and moving in a northeasterly direction. He beheld it, he says, until the monster passed the spot where he stood. He asserts that he could clearly outline the airship as it passed over and could hear the muffled sound of its machinery.

1897 April 14 (Wed) Kearney (Neb) Hub, p. 2.

Tales of the Town

Chief Julian has pulled so many people that have seen queer things that he confidently expects to pull people before long who have airships in their vision. Not long ago the chief pulled a man who asked him the next morning how many officers it took to take him. Mr. Julian told him that one man was all that the exigencies of the occasion demanded. "Well I declare," remarked the fellow. "I thought I saw 3 or 4." When people begin to see arspis regularly, Mr. Julian will present them with a chromo card containing the following verse of his own composition:

There are arspis in the sky / Rock and rye. / Don't you see them as they fly? / Rock and rye. / Do not take this for a guy, / You can see them up on high, / If you don't believe it try / Rock and rye.

p. 3--arap inventor writes exposition.

28, p. 2--In Grand Island the ar-sp is the sole topic of conversation. Wed Apr 28 p. 3--Spice/ Grand Island Independent: The "airship" or whatever it is, was seen Mon. night by a number of citizens. It seemed to have been in the same direction and to have travelled about the same course, as on the night previous. It appeared about the same hour that it appeared Sunday night, between 10 and 11 o'clock. Th. Apr. 29 p. 3--Spice/ Grand Island is getting excited over it. The Independent says: "It has been suggested that the next time any one sees the 'airship' or whatever that apparition is, which has for about 2 months been seen in Nebraska and has been taken for an airship, he be authorized to telephone to the waterworks station and that the engineer blow 3 long whistles, to notify the people to take a look at the thing.

May 12 p. 3--Spice/ In many Neb cities where the ar-sp has been making nightly visits the people have discovered that they have been imposed on by kite flyers who have attached candles and lanterns to the kites sent up after night.

Mar. 24 p. 2--Wish (Stub) would stop talking about arspis in favor of snow plows. Felt like a flying machine once at Democratic convent when Bryan nominated, but came down with a thud.

1897 April 15 (Th) Omaha Daily Bee, p. 1

Airship Is Seen by Moonlight. / Appears to Be Propelled by Huge Horizontal Wind Mills.

CANTON, S. D., April 14.--(Special Telegram.)--Last night the airship passed high above this city, headed due north. In the light of the

moon it was plainly seen and appeared as large as a good-sized tent. It had a red light at its head and a green one at its stern. It seemed to be propelled by huge wings or fans, which look like wind mills with the sails placed horizontally, and to rise and fall in the air by changing the angles of the fan. The ship was seen by Mayor Seely, ex-Mayor Laxson, Dr. Lewis, Dr. O'Neil and Colonel Stanley.

WOONSOCKET, S. D., April 14.--(Special Telegram.)--The airship passed over this city last night at 9 o'clock, displaying white and green lights. It was moving westward, but not rapidly. It was witnessed by a large number of reliable business men.

RED CLOUD, Neb., April 14.--(Special.)--Monday evening several citizens saw a bright light, which was supposed to proceed from the much talked-of airship. Dick Ferris discovered it at 10:30 p.m. It was seen directly above him, and almost stationary, emitting a light equal to an arc lamp. It soon moved upwards and took a swift southwest course, with the wind; and after moving about for some time the light changed color and disappeared in the west. The phenomenon was also witnessed by Postmaster Cowden and his wife and T. C. Backer.

1897 April 16 (Fri) Omaha Daily Bee, p. 1.

Airship Looks Like a Canoe. / Passes Over Underwood, Iowa, Traveling to the Northeast.

UNDERWOOD, Ia., April 15.--(Special.)--The airship was seen to pass slowly over this city at about 9 o'clock last night. It was headed in a northeasterly direction and seemed to move slowly over the city, rising slowly as it passed over and then going down lower after it passed. It seemed to have some sort of a headlight which emitted a very bright light, as it could easily be distinguished from the stars. At least two reputable citizens of this place saw the "machine" and it was watched with considerable interest. Just after it passed here it came much nearer to the ground than when directly over the city. It appeared to be shaped like a canoe, with wings of considerable length at each side.

1897 April 16 (Sat) Omaha Daily Bee, p. 8.

Airship Has Been Sidetracked. / Voyager Through the Heavens Postpones His Visit.

The hopes of the Exposition officials that the identity of the airship man would be revealed Saturday of this week when he had notified the management that he would appear and perfect the details of an arrangement whereby his invention was to become a feature of the exposition, were rudely shattered yesterday, when Secretary Wakefield received a second letter from the party postponing his visit for the present. This letter, like the first one, was written on a piece of plain note paper. It was dated at Omaha, April 14, and reads as follows:

"Owing to repairs necessitated by our recent Milwaukee voyage it will be impossible for me to call on you Saturday, but I 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."

Like the first letter, this one was signed "A.C. Clinton."

1897 April 17 Omaha Daily Bee (Sat), p. 2. (card 1)

See It Often in Piatte County. / Airship Has Been a Frequent Visitor During the Past Month.

CLARKS, Neb., April 16 (Special.)--The strange light in the heavens made its appearance for the third time in this county last night. It was noticed here first about four weeks ago. Last week it appeared near Central City, 12 miles from here, and was watched by at least a half dozen people for over an hour. Last night it was seen at Silver Creek. The Bee correspondent and Charles Dee stood on the depot platform at Silver Creek and watched the light for fully fifteen minutes. It seemed to be a long way off, traveling eastward. It was almost straight overhead when first seen, but disappeared beyond the horizon fifteen minutes later. The same light was seen at Columbus, ten [30] miles away, by James Breedlove, a Union Pacific brakeman, who was coming out on the Kearney local, which reaches Silver Creek at 9:15 p.m. He says he saw the light plainly at Columbus, also that he saw the same light several nights ago, but beyond Lexington, and that he saw some thirty passengers watched it for ten or fifteen minutes when it disappeared to the southward. He describes it as a large kite-shaped light, pretty much the color of an arc electric light. To those who saw it at Silver Creek it appeared much redder than an electric light, more ablaze.

CLAY CENTER, Neb., April 16 (Special Telegram.)--A number of reliable citizens, among them several women, have lately seen what is supposed to be the airship. Although not close enough to discern its shape, the light appears to be very strong and travels from the south to the north in the sky west of here in the locality of Hastings.

VILLISCA, Iowa, April 16.--(Special.)--The airship was seen here Wednesday night at 10 o'clock in the southwest and it traveled in a westerly direction. It had a large red and white light, but was too far up in the air for the shape to be seen. F. J. Taylor, a prominent groceryman, and several other people claim to have seen it. Thursday night J. A. Day, landlord of the Central house, saw it in the same place at about the same time.

JEFFERSON, Iowa, April 16.--(Special Telegram.)--A local newspaper this morning printed a lurid story concerning the airship which was alleged to have plunged to the earth north of town. Before noon a number of people had actually visited the place to "see the hole."

PIERRE, S. D., April 16.--(Special Telegram.)--A number of citizens of this city, East Pierre and Fort Pierre are certain they saw the mysterious airship about 9 o'clock last night passing rapidly toward the west, several hundred feet in the air and traveling at a rapid speed. Most of them only claim to have seen a bright light, resembling

a locomotive headlight, but others are just as certain they saw a long dark wavy object, supplied with long arms extending from each side. George Strong of East Pierre is certain of seeing the dark object below the light, as was James Seals of this city. Fire Chief Monkhouse saw the light as well as J. B. McCloud and a number of other residents of Fort Pierre.

1897 April 18 (Sun) Omaha World-Herald, p. 10.

(card 1)

VAGARING OF THE AIRSHIP. / Harrison Man Recognizes Crawford Fugitive as Its Pilot. / Special Dispatch to the World-Herald.

Harrison, Neb., April 17.--An airship of gigantic dimensions was seen here Tuesday night by a number of lawyers, jurors and witnesses who are here attending the regular spring term of the district court. It was sailing when first discovered in a southeasterly direction at what seemed an extraordinary rate of speed, when suddenly, to the astonishment of all, it seemed to slacken its speed and careened around in a circle, and then came to a stop and hung motionless as if suspended by a rope for several minutes.

Several who saw it claim to have seen different colored lights, which changed alternately from white to red, blue and green, which seemed to be manipulated by objects on the ship, and after signaling in this way several times, one eye witness says, that an extremely bright light shot from either side of the huge monster, and that it then gradually moved off and disappeared.

It could be plainly seen for a space of fully thirty minutes and caused great consternation among the legal luminaries, who, for the time being, exchanged jurisprudence for astronomy.

Among those claiming to have witnessed the wonderful phenomenon are Judge Bartow and A. J. Habbiger of Chadron, B. F. White of Omaha, E. W. Daily and J. E. Porter of Crawford, A. W. Agee of Aurora, John Linnin of Georgetown, Tex., and others. These gentlemen observed the spectacle from different portions of the city, some from house tops, box cars, wind mills and barns. John Linnin scrambled up on top of a chicken house to get a good view and fell through the roof of the house astride of a chicken lifting coop. Neither one was severely injured, but were bruised somewhat, while several chickens were killed.

Charles T. Coffee took observations from his wind mill and was so amazed and highly pleased with the spectacle that his wife could hardly persuade him to come down. Several incidents of this kind occurred which are too numerous to mention.

When these gentlemen were interviewed regarding what they saw they all seemed to agree that some kind of a luminous body passed over this place but no two can agree on the same description.

Some insist it was a meteor or comet while others who claim to be well acquainted with flirtations of the sun, moon, stars, planets, asteroids, satellites, comets and other wonders of the aerial regions are ready to swear on a stack of bibles that never before did they witness or read of anything which pertains to the heavenly bodies that resembled this great and beautiful monster.

When Mr. Habbiger was asked about the matter, he said that it appeared to be a large ellipso shaped body entirely illuminated by variegated lights, resembling in shape the whaleback sterns that plied the great lakes. He also insisted that he saw several objects moving around on the ship and believes that he heard voices, but said he might be mistaken. He is, however, confident he saw moving objects on board.

E. W. Daily of Crawford gave a minute description and was confident two persons were on board, who, he claims, seemed to be guiding the ship. He said it resembled a large box, with oval shape. At the stern he says, there was an apparatus resembling a propeller and attached to the main body by a large iron or wooden beam. Suspended from the box was another box-like structure. Starting from the upper end it gradually tapered to a point. Mr. Daily is positive two persons were in the large oval shaped box, who were working with machinery of some kind. He is also positive that the motions of the persons would indicate they were working hard. Fortunately he had a small field glass with him and insists that one of the gentlemen looked very much like Albert Whipple, who, it may be remembered, disappeared from Crawford two years ago, after robbing the Crawford Banking company. Mr. Daily was dumbfounded by the wonderful phenomenon and particularly the appearance of a man on the ship who resembled Whipple. Whipple, it is said, while in Crawford told a friend of his that he was working on an airship, and that someday he would startle the world. Many believe this solves the mystery; that it is really an airship, and that the inventor, Whipple, being a fugitive from justice, is afraid to land in daylight and make his wonderful invention known.

Mr. Linnin said it resembled a big man with wings. He also insists that he heard voices.

It has caused much excitement and some of those who saw it are determined to investigate the matter fully, as many believe it to be a meteor, and a part of...

1897 April 18 (Sun) Nebraska State Journal (Lincoln), p. 12.

(Ed.) The picture of the Chicago airship as it appears in the papers looks like a boat with a big cigar-shaped cylinder lying upon its back. The "wings" that the Nebraska seers describe do not appear in evidence in the alleged photo. But evidently there are about a hundred varieties of airships flying about us and as none of them appear to land they probably come from Mars. The next time they see one in broad daylight they should hang out a white flag and make signs of peace and perhaps it will sail down and put off some of its almost insuperable bashfulness.

People and Events: "I know all about the airship," writes Charles Rief of Grand Island; "I have seen it; I had a ride on it; I dined upon its deck, three miles above the earth. The captain of it, a man

named Gearon, took me over the course pursued by the cow as she jumped over the moon, and I had a good view of that planet. The airship was built in a remote corner of the sandhills, where the sounds of the hammers and saws were deadened, and where no stray passers ever chanced. The long lost Charlie Ross is engineer and the man who struck Billy Patterson is second officer. The ship is run by wind, which was collected by following Mr. Bryan during his campaign tour. It is a very interesting vessel, but I am not at liberty to give away the facts concerning it just yet. I may write a book or deliver a series of lectures before long."

Apr. 16 p. 4--The air ship has evidently started on an eastern tour as it has been seen in Chicago. It is doubtless on its way to an Atlantic watering place to get ready for its engagement for the coming season as the sea serpent.

1897 April 20 (Tues) Omaha Daily Bee, p. 5.

Airship's Lamp Is Lighted. / Juniata People See the Big Headlight Placed in Position.

JUNIATA, Neb., April 19.--(Special.)--The airship was seen here last night about 8:30. It was just northwest of the town. The large white light appeared to have been just lighted and was being placed in position for the night's use. It was put out soon after being lighted probably for trimming, then it appeared again very bright. Then the ship started at a rapid gait to the northwest and disappeared in the direction of North Platte in about half an hour.

LYONS, Neb., April 19.--(Special.)--The airship was witnessed by a number of people in this vicinity last evening. It was first observed southeast of Lyons about 9:30 p.m. It was estimated to be about eight miles from town and about one mile and a half to two miles high. There were a head and a rear light, with outlines between resembling the fans of a large wind mill. It passed between here and Oakland and seemed to travel in a northwestern direction. A party of young folks, returning from a sociable, say it went at a rate of four to six miles per hour. When the ship was south of Bancroft about six miles it made a large circuit two or three times, and then proceeded in the direction of West Point. Many farmers watched it till almost midnight.

1897 April 20 (Tues) Omaha Daily Bee, p. 8.

Airship Is at Portal.

The airship that has been infesting these and neighboring parts is a nightly visitor at Portal whenever the weather is fine. The residents of that little place, which is but a few miles from this city, would be unable to sleep if the airy monster did not put in a regular appearance. So says Mrs. John McCarthy, who lives there and who has friends in this city. The ship appears on every night when it is clear. It seems to come invariably from the direction of Seymour Park. It zigzags across the heavens and shoots up or down with equal facility. According to the people who have viewed it through glasses it is long and oblong, and is provided with huge wings. Lights are hung front and aft.

1897 April 20 (Tues) Nebraska State Journal (Lincoln), p. 2.

AIRSHIP SIGHTED AT BRADSHAW / Appears for the Third Time to Mystify Inhabitants.

BRADSHAW, Neb., April 19.--(Special.)--One of those unaccounted for lights, presumably an airship, was sighted near the northwest horizon by several citizens of this place last night. It moved gently toward the northwest in the face of a strong wind, which is rather hard on the advertising balloon theory, and it had none of the characteristics of a meteor. This is the third time it has been seen from here, but never by so many people.

TABLE ROCK, April 19.--(Special.)--A few minutes before 8 o'clock last night about a dozen more citizens, including the Journal correspondent, discovered a strange light a short distance above the eastern horizon, a little north of east. It looked like a large illuminated balloon, with a light similar to an electric light. It hovered a time, then wavered, arose again and finally passed out of sight. The phenomenon was seen for fifteen minutes or more.

JUNIATA, Neb., April 19.--(Special.)--That famous "airship" was seen here last evening about 8:30. The large white light suddenly appeared just northwest of town, and afterwards was put out, probably for trimming, when it again appeared, very large and bright. Then the ship started at a rapid gait in the direction of North Platte, and disappeared in the distance in about half an hour.

1897 April 21 (Wed) Kearney Daily Hub, p. 2.

THE SECRET DIVULGED. / The Wonderful Air-Ship Modelled by a North Platte Mechanical Genius.

The air ship ran on the North Platte Telegraph is the last to report. Red and green lights have been floating around promiscuously of late over the city where the Platte forks and Col. Cody irrigates, and the occasion called for investigation. So the joyful journalists went out and investigated. After searching for evidence a long time he finally found a local mechanic who had made a model for the air ship some time ago. That is, it was supposed to have been an air-ship model because the two strangers who had it made did not ask to have the model labelled, and in fact were rather reticent as what it was a model of. The paper, in describing the completed model, which was put together behind locked doors after the mechanic had been sworn to secrecy, says: "The main part is a box 3 1/2 inches square, with four windows, one on each side, of red, green, white and amber colored glass. Over each window an arm 6 inches long projected, to which was attached a fan or wing-like attachment. The men were much pleased

with the model, which was made of walnut and sheet brass, saying that they had had five different men work on it without being able to complete it."

Now that the home of the air-ship has been found, that the man who made it is definitely located, and all the facts as to its size and necessary flying and propelling machinery has been divulged, people will not need to guess at its strange and apparently flippant and insignificant actions any longer.

1897 April 21 (Wed) Nebraska State Journal (Lincoln), p. 4.

IT RAINED AIRSHIPS. (ed)

Monday evening was prolific in airships in Nebraska. One was seen in the east at Table Rock, Pawnee county, another at Juniata, Clay county, in the northwest, and a third at Bradshaw, York county, at about the same hour. Three of these heavenly messengers at once do pretty well and it is possible that there are about ninety counties where one was seen but not reported on account of the bashfulness of the beholders. It fairly rains airships these days. And yet a half dozen or so have evidently shaken out their main sails and struck for the east.

It is time the government weather bureau got a rove on it and it should at once direct all its agents to keep a lookout for airships. It will be interesting to have a census of them published as soon as possible. Perhaps there are a thousand of them all told.

The airship has been making a great sensation in Texas, where the people are supposed to have acquired immunity from any serious visual disorders arising from the current beverage. A solemn churchman of Dallas saw the ship and describes it minutely: "It was shaped like a Mexican cigar, with great wings resembling those of an enormous butterfly. It was brilliantly illuminated by two great searchlights, and was sailing in a southeasterly direction with the velocity of the wind, presenting a magnificent spectacle."

What have the scoffers to say to that? Will any of them deny now that there are airships?

1897 April 22 (Th) Nebraska State Journal (Lincoln), p. 3.

Airship Seen at Franklin.

FRANKLIN, Neb, April 21.--(Special.)--The airship, or a very good counterfeit, made its appearance in the heavens southwest of here to-night and was watched for 30 minutes or more by quite a number of citizens, and they declared it to be the identical airship that has been seen in the eastern part of the state so often lately. When at first seen it resembled a large star falling, or a comet in motion, with a bright tail. It was very bright at first, and much larger than any star, and it seemed to travel in a straight course from north to south, but in a southwesterly direction, until it disappeared about 10:30.

Sat. April 24, p. 3--They Saw the Airship./New Book Review Club Banquets Handsomely. / ...Lincoln, NEB.

As the guests left the house they all exclaimed that they saw the airship, but no two described the same thing. Some said it had large green eyes and a long tail and others said that its eyes were red. The ship was headed toward Plattsmouth. It may be well to say that the refreshments were of the mildest sort, nothing stronger than cherry juice being allowed.

April 21 p. 4--Neb. Notes. Another week has passed, says the Hartington Herald, and no air ship has been sighted. The question is, are the Hartington people too wide awake to be humbugged or too unlucky to live even on a stub branch of the air ship line.

April 24, p. 4--Said In Fun. / The Air Ship. Twinkle, twinkle little ship, / How you gave us all the slip! Sailing nightly everywhere-- / Delirium Tremens in the air.--Times Herald Mon. Apr. 26, p.4--Black Hills Budget. The air ship idiosyncrasy has struck the Hills, a lady of Deadwood having seen the monster moving majestically above the towering hills west of town.

Daily Drift.--Do not mistake a fleecy cloud for an airship. If you do, thinking people will have a right to question your sanity or sobriety, one or both.

28, 4--Omaha is working the airship idea for a vast amount of free advertising, such as it is.

1897 April 23 (Fri) Nebraska State Journal (Lincoln), p. 4.

AT LEAST FOUR (ed)

One-half of the citizens of Cochransville, O., have signed an affidavit to the effect that an airship floated over that town on Monday night. It was cone shaped, 180 feet long and flashed red, white and green lights from the bow. It came along about 9 o'clock. This is the same hour of the same evening that three separate airships were seen in as many Nebraska counties. So we have evidence that there were four airships afloat over America at the same time. The Journal would be glad to hear of any other airships seen on Monday night by any of its readers. It is only by rounding 'em up on some particular night that a census can be taken. There certainly must be a good many more than four.

There is no reason why the airships should not sail by day, but it is evident that the one photographed at Chicago is the only exception so far. That was quite early in the morning and had perhaps been belated. It is certainly greatly to the credit of Nebraska that she has turned out more airships in a single night than any other state in the union. The Journal would be delighted to announce that several more were discovered on that Monday night within the bounds of the state.

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1897 April 25 (Sun) Omaha World-Herald, p. 12

(card 1)

STORIES OF THE AIRSHIP. / Some Omaha People of Repute Take Stock in the Peculiar Phenomenon. / Believe That Clinton A. Case Has Carried Out His Ideas to a Successful Conclusion.

There are several practical and scientific men in Omaha who are not at all surprised by the almost daily reports of citizens having seen some sort of aerial monster sailing between earth and heaven, showing its course by night by vivid flashes of light. These gentlemen are confident that this aerial traveler is the invention of a former Omaha man, who, about two years ago, submitted for their consideration plans of a most remarkable engine designed for aerial navigation. The inventor of this machine was Clinton A. Case, inventor by nature, violin maker by necessity. Of the ability shown by Mr. Case in his chosen profession the violinists of Omaha can testify; certainly it is that they sincerely regretted his departure from this city.

Some time before leaving Omaha Mr. Case exhibited to Alva J. Grover, the civil engineer, plans of a vehicle designed for navigating the air, together with drawings of a propelling engine the like of which the engineer had never before seen.

After a careful study of the blueprints of Mr. Case's machine Mr. Grover declared himself of the opinion that an air ship or aeroplane built upon these lines would be able to navigate the air, providing resistance to air currents and steering gear were in relative proportion to the lifting capacity of the plane.

PROPELLING ENGINE.

A remarkable feature of this air navigator was the propelling engine, which, owing to the construction of the plane, must of necessity combine great power within small space. Case's plans showed that after the first 300 pounds of weight every horse power could be secured by each additional three-pound weight of engine; the whole power for carrying 1,800 pounds could be secured within the space of an ordinary office desk. Naptha was to be used instead of coal--being easily carried in tanks at the bottom of the plane.

The plane itself, of an entirely original design, was the result of many years' experimenting. Its framework was to be of bamboo, which the inventor had found to be the strongest as well as lightest material known. Thirty-foot wings of bamboo (covered) with silk extended outward and downward on each side of the body of the ship, the latter having somewhat the appearance of a boat's keel, tapering upward toward the front. The propeller at the rear was like an ordinary steamship's screw, with the exception that the blades were very long and tapering, and made of aluminum. At the bottom of the ship, on each side, wheels were placed, which assisted in starting the plane, and they were also to be utilized when alighting.

CAPITALISTS WARY.

Mr. Case tried to interest Omaha capital in his invention, but at a time of great financial depression, and moneyed men were very careful how they placed investments, so the inventor left the city with the avowed purpose of building his airship himself in his native Missouri.

Speaking of the invention of Mr. Case, Engineer Grover said: "When he first came to see me I had an idea he was one of these visionary persons whose theories are based on the amount of a busy man's time they can consume, but as I looked ~~max~~ into his plans I became convinced that Case was a man of no ordinary caliber. I advised him to make duplicate drawings and send them, with explanations, to Prof. Roland of Johns Hopkins university. Maxia, the well-known experimenter in aerial navigation, and the chief of the balloon corps of the United States army. He did so and received replies from all three.

"Maxia claimed Case's invention to be nothing new in principle, while the replies of the others were of a most encouraging nature. Especially so was that of Prof. Roland, who is the highest authority on aerial navigation on this side of the Atlantic.

"While I have not taken any stock in the local ~~air~~ airship excitement, I will say that if there is any reality in the thing Case's aeroplane would come nearer the descriptions given ~~max~~ than any other I have heard of.

"It would be just like Case to sign his name backward to a communication. My opinion of him is the highest. He is without question a genius and one of the brightest mechanics I ever saw."

In the minds of a number of personal friends of Clinton A. Case the signature attached to the communication received by secretary Wakefield of "A.C. Clinton" is but a transformation of his name, for purposes best known to himself, and they are quietly rejoicing that their old friend has been able to substantiate his former claims in so satisfactory a manner, and that the airship reported almost nightly is his invention. /

PLANS OF THE AIRSHIP. / Invention of Henry Heintz on Exhibition in Omaha.

In the office of G.W. Sues, the Omaha patent solicitor, may be seen the plans of an airship which it would seem very nearly solves the problem of aerial navigation. The invention is that of Henry Heintz of Elkton, S.D.

In this connection it would not be at all strange if it turned out that the people in Nebraska reported to have seen an airship had ~~max~~ really seen the Heintz airship, as Elkton is a little more than 200 miles from Omaha. The invention, as described by Mr. Sues, it is thought, very nearly duplicates, through mechanical means, the flight of a bird. The invention embodies an elongated aerial car entirely enclosed, provided with a steam engine to drive a shaft provided with a buoyant propeller. ... (broken off)

It would not be at all surprising if Inventor Heintz had ~~max~~ constructed an airship which could be made commercially profitable.

He Tells of the Great Airship. / How It Came to Be Constructed and the Journeys Made in It.

Omaha, April 24. To the Editor of the Bee:
Down east they tapped their foreheads in a knowing way and smiled slyly at each other when I told them I was on the point of commencing a journey through the air. But it seemed so difficult to get the last cog to dovetail exactly, and to get the power to operate on the precise point, that I did not feel justified in resenting the many sarcastic remarks and direct sneers with which my neighbors honored me.

My brother Zeb, however, never lost faith in my mechanical skill, and he assisted me with his purse, his advice and his labor.

One day we packed up our belongings, especially those parts of our aero-motor which I had completed, and left the home of our childhood in [New] York state to establish a new home on the prairies, where we would be unknown, and where we could labor undisturbed and bring to perfection the apparatus which was destined so soon to mystify the entire world.

Years ago, while yet a youth, I had been fascinated by experiments in electricity and had constructed a papier mache cylinder, which I had carefully wired, and discovered to my great delight that when connected with a dynamo in my father's mill I could easily cause it to revolve or move along the smooth surface, guiding its course and changing same at will by touching sundry buttons on the dynamic traveler, which I had invented. I foresaw then that I merely: to add a power to lift the apparatus and itself from the surface of the earth to revolutionize all modes of locomotion and immortalize myself. It was so this end that Zeb and I located in Adams County, Nebraska, where we bought a small farm, and in our little log cabin prosecuted our labors, which have at last come to fruition and brought us such success that the mind of man recoils when we contemplate the wonderful changes our simple invention is bound to cause in the everyday affairs of this globe. Think, sir, of taking a seat in a pleasant coach this evening and breakfasting in New York early tomorrow!

I shall pass over our many disappointments--they are common to all inventors.

I shall not attempt to describe the anxiety and suspense that threatened to consume us but, at last! at last! one grand and glorious day our apparatus was complete, was perfect, and we had it under absolute control; we could soar above the clouds or skim along the earth, like the birds of the air.

I shall not make public, at this time, the precise manner in which the power is applied to my airship. Suffice it to say that it is raised and propelled by a system of gasoline explosions which is becoming familiar to those who study the modern motor cycle.

One evening recently Zeb and I took our first aerial trip in our wonderful, yet simple, aero-motor. With a red light at the one end of our ship, and a green light at the other, and our ingenious searchlight easily accessible, we traveled about, and sometimes high above the clouds, sometime so near to the earth that we could understand the words of amazement and awe which were uttered with bated breath by the few fortunate mortals who happened to be belated and thus got a glimpse of our great and wonderful invention.

Since then we have roved about this country almost nightly, now in the north, now south, now east, now west, everywhere causing amazement, if not consternation.

It has been no small matter of delight to us to read the many learned and ingenious theories that have been published as to the identity of my airship, my darling--my pet invention. Most of these theories are far from the facts, but some have come wonderfully close. All the world will know it soon, for I am not selfish enough to keep the secret longer.

You will not see us for the next few nights, for while traveling above the clouds on the night of April 22 during the terrible rain storm the armature in the little dynamo in the left wing of my aero-motor was suddenly burned out, and this caused us to travel with a very decidedly rolling motion, we determined to turn in for repairs, and so we conveyed our airship and stored it, to--where I am now writing this letter--my air castle.

1897 April 26 (Mon) Kearney (Neb) Daily Hub, p. 3.

Takes His Pen in Hand.

Reports from the various parts of the country are conflicting in minor respects, only, as to the airship. It still holds the attention of a great many people and the fertile imagination of the country newspaper correspondent has not neglected it. Word comes from Fremont that the other day it soared o'er a farm house near the capitol of Dodge and a good view was secured of it. It was inhabited by a sole individual, who dropped down a snare and picked up one of the farmer's chickens. In return therefor he dropped a note reading somewhat after this fashion: "This dod gasted airship business is not what some people might crack it up to be. My vehicle is out of order and will not down. A goose-hunter shot the flim-flam off my flying jib and a Kansas cyclone took me in its warm embrace and didn't do a thing to this blamed machine. I can't come down. The machine won't work. I have grown gray-headed in the business. Excuse haste and poor writing and search for my remains." From which it may appear that the aerial navigator is a jovial cuss after all.

1897 April 27 (Tues) Kearney (Neb) Daily Hub, p. 3.

Seen at Grand Island.

Sunday night between ten and eleven o'clock two lights were observed in the southwestern sky, say the Grand Island Independent. The man who first observed them thought they moved. He rubbed his eyes

and looked again. Of course they moved and moved swiftly. They were going in a southerly direction, each keeping pace with the other. When they were just about to disappear in the southwestern horizon the lights made a turn and came back. It did not take them very long to make the entire trip from over Sand Krog [?] to beyond the soldier's home, and away out in the latter direction they disappeared. The man, who first observed the phenomenon, immediately telephoned to the Knehler hotel and many of the guests there saw it. They won't say that it was a ship, don't believe that it was a balloon and admit that they don't know enough about astronomy to declare that it was--or they were--such and such stars. They only know that there was a white and red red light and that these lights traveled southward in the direction of Hastings.

1897 May 1 (Sat) Nebraska State Journal, p. 4

State Press.

A new theory of the airship comes from an Arkansas preacher, who says it is the temple of the ~~maxillary~~ tabernacle of the testimony, and that the third angel is now pouring out from his vial upon rivers and fountains of water. This has the merit of explaining the Mississippi and Missouri floods as well as the airship itself, but somehow the reported behavior of the vessel's crew does not fit in very well with so lofty a hypothesis. Even a third angel would not be likely to drop bottles overboard as he sailed along and it is with as little ease to believe that he would use sandbags for ballast.--Nebraska City News.

May 5 p. 4--Neb. Notes.--Nelson elected a license town council this year and almost before it began operations the good citizens up there began to sight airships.

Th May 19, p. 4--Neb. Notes.

Shortly after sunset Wednesday and before dark a meteor was seen passing over the north part of Orleans. It was exceedingly bright, looking in the twilight like a red hot iron, and it travelled with great velocity.

May 14 p. 4--Neb. Notes.

The latest Nebraska airship was brought to earth recently near Stromsburg in Polk county. Some farmers went after it with a shotgun and when it landed only a kite with a Chinese lantern was all they captured. The boys with half a mile of string, who were manipulating the ship escaped.

1897 May 6 (Th.) Beatrice Weekly Express, p. 1.

That Air Ship.

An Illinois editor thus describes his vision of the air ship: "Wednesday night as we were busily engaged in counting the cash taken in during the day for subscriptions, preparatory to putting it away in our three-decker, Swiss movement, earthquake proof, time lock safe, our attention was attracted by the frantic yells of Arthur Paddock and Joe Harkey. Hastily dumping our money into the safe and wadding up a ream of United States bonds and showing them in the vault, we rushed out in a state of qui vive bordering onto fanatods, for we knew something unusual was happening.

We found Harkey and Paddock with their large liquid eyes turned heavenward. We followed their gaze and what should we see but an airship careening around in the western sky and warbling a merry roundelay! It would flit and twit and shoot up into the air, darting hither and thither and yon, but principally yon. It minded us of a lark with the dew on its breast, or a horsefly with a pin in the bosom of its pants. I would skim along awhile like a swallow, then it would alleance left and join hands and circle to the right and balance all and plouette. Once it lit on top of the court house and crew like a cock, after which it spread its wings and skam athwart the cerulian heavens, taking an upward course, and heading toward the milky way after a drink.

MISSOURI

1897 April 8 (Th) St. Joseph, Mo., Daily Herald, p. 5.

THAT STRANDED AIRSHIP. / "Truthful W Jones" Tells What He Knows of the Monster.

Bethany, Mo., April 7.--Jitor Herald.--The stranded air ship, reported in yesterday's Herald, is evidently one of the greatest wonders of this century. It is surely the same ship that was first seen at Lincoln, Neb., and since reported as seen in several states, going east.

Coroner just in. Verdict, 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 "Furets."

The ship was spherical in form, patterned after the cupola of the capitol at Washington, surrounded by a ballustrade [?], all made of wicker-work wound and protected by asbestos. Small balloons filled with gas were anchored to the ballustrade. 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. It is thought that the man lost to his life in tinkering with this new discovery.

TRUTHFUL JONES, Reporter.

1897 April 8 (Th) Sedalia (Mo) Evening Democrat, p. 1.

Airship Takes a ~~Rock~~ Tumble. / Reported to Have Fallen on a Farm near Bethany.

St. Joseph, Mo., April 8.--This airship story comes from Bethany, Mo. It is accompanied by affidavits of prominent citizens.

1897 April 9 (Fri) St. Joseph Daily Herald (Mo), p.2.

At midnight Sunday night an airship was seen coming from the south-west at the rate of 35 miles an hour. It appeared to be about a mile high. It stopped a few seconds over the court house and then moved on in space.

THE WRECKED SHIP. / MR. A.T. XXXX FAKIR TELLS OF THE QUEER TRAVELERS. / Produces no Sworn Affidavit, But the Pen Picture Herewith Given He Considers Ample Evidence--"Pipe" Stories and the Visions of Jules Verne Have no Counterpart With the Secrets Locked in the Breasts of the Two Dead Men Who Expired With the Ship. /

Tuesday morning two reputable farmers--John Leib and Ira Davis--came to town and reported that the airship had fallen on the farm of J.D. Sims, six miles from town, and that a dead man was lying in the field.

Bethany, Mo., April 8.--(Editor Herald.)--Dear Sir: The excitement here over the disabled air ship is intense, and continues to grow hourly. People are flocking to the scene in great numbers. The news of the affair has spread like wild-fire and it seems that all who can are determined to get a view of the strange machine.

April 16, p. 2: That airship may possibly be the free silver wing of the democratic party looking for a soft place in which to light without jerking out the tail feather on the splinters of the Chicago platform--Springfield Republican.

Both men accompanying the car were killed outright, and so badly bruised and mutilated that identification is next to impossible.

Or, perhaps it may be merely a contrivance which some credulous voter is using to sail over the country in search of some evidence of the presence or coming of the Marc Hanna "wave of prosperity."

From letters found in the pockets of each it is believed that the man originally came either from San Francisco or Omaha. Telegrams have been sent to the names and addresses found on the bodies with the hope that friends of the unfortunate men may be found. But as yet no answer has been received. The direct cause of the disaster was due to a tall flag pole standing in Sims' front yard. It was discovered that the pole was broken at the top, and the supposition is that they attempted to descend when the pole became tangled in the rigging and the lamentable calamity resulted.

April 18, p. 10: No airship...but only the light from the Silver Moon restaurant.

The bodies are under the care of an experienced embalmer, but it is feared from the mutilated condition that early interment will be necessary, and that shipment will be impossible if friends send for them.

19, p. 2: The Democrat does not vouch for the correctness of the "airship" story in its Sunday issue. Our correspondent may have become unweary excited or his imagination may have run away with his judgment. But the story is as credible, as reasonable, as well authenticated and infinitely more interesting than most of those that have been inflicted on a long-suffering public.

The mechanical construction of the ship seems to excite more curiosity than the mutilated men. 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 or for the gask[?].

May 6, p. 1: Airship carrier in Ark. legislature. 1897 April 9 (Fri.) Carrollton Daily Democrat (Mo.), p. 3.

The whole affair was gathered into a hay rack and placed in Sims' barn where it will remain until the proper persons call for it. The two dark spots on the right of accompanying cut show blood from one of the bodies. The above illustration was made about one-half hour after bodies had been removed.

Jno. Warner and his wife may not have seen the air ship last night, but Mr. Warner says he saw one of the prettiest stars imaginable, and that it was very restless and couldn't stay in one place very long. They first saw the light in the west. It gradually climbed up until directly overhead and then passed slowly eastward. Mr. Warner says he could see it move and sometimes it would jump up and down. It took something more than an hour for the light to pass from where he first saw it in the west to the point he last saw it in the east.

LATER--The ship has been brought to Bethany and is now in a large ware-room, where a curious throng continuously gazes at it.

Mar. 27, 1. Belleville arsp. Arpl. 2,p.3, p4. KC arsp. 10,4. Arsp in Ia.

(Illus.: THE WRECKED AIR SHIP.) 1897 April 10 (Sat eve) St. Louis Post-Dispatch, pp. 1, 2. (card 1)

Mon. April 19, p. 3. The residents of S. Locust St. say they saw the airship Sunday night. They say it looked like it was down on Bowdry lake or in that neighborhood.

Airship in the Heavens / Scientists Wonder If the Problem is Solved / Observations at St. Louis. / Washington University Profs Puzzled and Will Watch the Sky To-Night.

May 1, 4. daylight meteors. 7, 2. The Arsp Story Not in It with This (life in crystals) 7,2, 15, 1. Barnard.

Telescopes at Washington and at St. Louis Universities will sweep the sky from zenith to horizon in a northwesterly direction Saturday night and the professors at these institutions will endeavor to solve the mystery that is now puzzling the Central West.

1897 April 9 (Fri.) Liberty (Mo.) Tribune (wkly), p. 1.

It is general belief that an air ship is floating over the states of Missouri, Illinois, Iowa, and Kansas. This belief is entertained by men of scientific attainments as well as those not so well versed in the field of natural philosophy.

Saw the "Airship" From Here. Billie George says that he and a number of others beheld the light of the mysterious airship that has been creating such a furor, as they were on their way home last Friday night.

The rumor that a strange aerial body had been seen became current a fortnight ago and was laughed at. It was repeated and wise men said the nocturnal observers were suffering from optical illusions due to excessive libations, or that the light from a brilliant star had been magnified by the imagination.

Mr. George, his father and brother were going home when they first noticed the light. They could see it was moving and after reaching home the other members of the family were called out to watch it. The light moved off the the northwest and finally disappeared. It was nine o'clock when they first saw it. They are positive it was not a star.

Within the last three days the evidence that something unusual is moving midst the clouds has become so conclusive and has so much corroboration that wisecracks have ceased to jibe, and while wondering what the mystery can be, they are doing their utmost to solve it.

Aprl. 2, p.4. Kans. arsp. 9, 1. Local News. The Lathrop night watchman "April fooled" a number of the natives into sighting for that mysterious airship that has been creating such excitement throughout the West.

Telegrams were received by the Post-Dispatch Saturday morning from correspondents in four Central States stating that a luminous body had been seen moving in a northwesterly direction Friday night. Different colored lights were seen flashing from the object, and its lines were easily distinguished.

That mysterious airship is reported to have been seen by KC people last week. People who never drink anything say it was the evening star, shining with unusual brilliancy.

It was viewed by thousands in Chicago, and was declared by Hix L. Rosmar, secretary of the Chicago Aeronautical Association, to be an air ship. He averred moreover that he knew one of the men in the aerial craft. Prof. Hough of Northwestern University said it must have been a star that was seen, but thousands of Chicagoans ridicule the idea.

16, 3. The report is that the airship hovered over Flatte City Saturday night. It appeared to be only about 300 feet high. A glaring light flashed over the town, and listen to this, as told by the Kansas City World: After a stay of about three minutes, rattling, creaking, snapping sounds, mingled with what appeared to be the escaping of steam or hot air, together with sharp and well-defined explosions resembling the discharge of firearms, signaled the preparation for departure, and the Titanic traveler of the air sped away to the north-east and was lost to view in the clouds.

A Post-Dispatch reporter visited Union Station Saturday and interviewed train hands and passengers arriving from the west and northwest. They all said the air-ship was the one topic of conversation in the region through which they passed. Hundreds had seen the object and all were mystified.

23, 1. Local News. A Texas Negro who saw the "airship" declared that it was Noah's ark, on its way to save the colored people from the Mississipi river flood.

Visits were then paid Washington and St. Louis Universities. At the former Prof. Henry S. Pritchett was found in the laboratory.

Weekly Democrat-News (Marshall, Mo.) Sat. April 17, p. 1. Arsp over Chicago.

"I know what you wish to speak with me about," he said when the reporter entered, "and I will frankly tell you I am as mystified as anyone."

24, 1. The airship may be laden with McKinley prosperity, which being lighter and less materialistic than ether, renders making a landing in the U.S. wholly impossible. At least we know it does not land and prosperity does not come.

"Can it be possible that it is an airship?" "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. He would thus be the talk of the civilized world and it is the nature of man to mystify his fellow creatures.

May 1, p.2. The airship seems to have gone back to Chicago to be re-illuminated with air, or else to have hidden itself away until cock beer day arrives. Anyway it has not been seen for three nights and the moonshine whiskey dealers have become alarmed at the loss of hallucinating powers of their remunerative commodity. / The recent airship liars have folded their tents & gone out of the business.--Ham's cow.

"When I first read the stories regarding an airship I laughed and thought the yarn a good one. But to-day I am inclined to treat the matter seriously and am convinced something unusual has been seen in the heavens.

"There is too much corroborative evidence and it comes from too many quarters to treat the matter any other way. I was looking through

the telescope for a time in that direction last night, but it was cloudy and the range of observation was limited. To-night I shall make careful observations until 12, and I believe many other St. Louisians will do the same."

Prof. Pritchett was asked what he thought of the statement of Prof. Hough of Northwestern University, Chicago, to the effect that a brilliant star had caused the comment.

"That is not possible," he replied. "In the first place Venus is a brilliant star at present and everybody knows Venus. Then she is not in that part of the heavens where these lights have been seen. Again, it has been cloudy in the localities where the mysterious object has been observed, so the star must have been obscured, and this light, whatever it is, was between the clouds and the earth."

"What is your solution of the mystery, Professor?"
"I have none to offer. I am as much puzzled as anyone. Something unusual has been seen, and that is as far as I know. When I first read the many telegrams this morning I thought some practical joker might have sent up a hot-air balloon, but after thought I concluded that not possible. No hot-air balloon would float so long, nor could it have hovered over so many points."

"A balloon such as has been made for a trip to the North Pole might be wafted back and forth over the Central States for several days and it could be so arranged as to keep a fixed altitude. But it is impossible for a balloon of such size and expense to have been launched without people knowing it. The same might be said of an airship, only there would be more to gain by keeping the launching of an airship secret than of a balloon."

"It would, indeed, be wonderful if the great problem is solved at last, and in the face of such testimony I can not gainsay it has. The matter has now become a matter for investigation by scientific men and the professors of Washington University will do their utmost to solve it to-night."

The opinion expressed by Prof. Pritchett was that of other scientific men of St. Louis. The matter has caused great excitement in St. Louis, and was the subject of general comment down town Saturday.

In connection with these remarkable observations it may be stated that three weeks ago a letter was received by a prominent St. Louis man stating that positive information had been obtained by the writer—a Chicagoan—to the effect that an airship was about to be launched and it was believed the aerial craft would start from the vicinity of St. Louis, hover over the Central States until the curiosity of the civilized world was excited, then drop to the ground at Chicago. The letter was laughed at then, but is being thoroughly investigated now.

Reference was made above to the corroborative evidence that had been received from many points regarding observations made Friday night. The statements, condensed from the telegraphic dispatches, are here given:

Max L. Bombar, secretary Chicago Aeronautical Association: "It was an air ship. I know one of the three men who are in it. The ship is the customary inflated gas reservoir, but the inventors have discovered the secret of practical propulsion. They can steer the vessel in any direction. Word reached me several weeks ago that the craft had started from San Francisco and would stop here for the purpose of registration. The object of all the mystery is to arouse great interest in aerial navigation and demonstrate its practicability. The trip is to end at Washington."

Press dispatch from Chicago: The only thing visible about the air-fair was what appeared to be a powerful electric light, sometimes a cluster of them, some green. Gradually the whole city turned out to gaze at the mysterious object that floated far above the lake off the north shore. Sometimes it seemed to move rapidly a short distance, then retrace its steps and then remain stationary for a time. Then it would apparently move slowly in some other direction. The light became intensely brilliant at times, then almost died away. The sight-seers who covered the roofs of the high buildings downtown were certain the strange creation was the airship that has astonished people in Kansas and Iowa.

Press dispatch from Omaha: Several hundred persons in Omaha are prepared to swear that an airship of gigantic proportions has been hovering over their city at night for some time. It has been seen repeatedly. Six months ago it was heard from in the interior of the state, and since that time it has been seen in various parts of Nebraska. During the past two weeks it has appeared almost nightly over this city. Invariably its description has been the same. Still, more persons have observed the great headlight of the machine than have seen the outlines of the vessel, though a great many claim to have caught glimpses of its workings. The general description is this: a long steel body shaped like a cigar, fifty feet long and six to ten feet in diameter, with wing-like attachments on the sides, while fore and aft appear wheel-like connections similar to the steering apparatus of a steamship. The top is capped by a balloon-like bag, though oblong, and seemingly attached to the cigar-shaped vessel by ropes, as the upper part has been observed to sway violently.

Richard Butler, of Wolf Creek Township, Iowa—I was driving home Wednesday night when I observed a light in a field close to the road. I knew no house was there and stopped to investigate. The light had a glow more like that of an electric lamp than the kerosene burners usually employed by the residents of the Wolf Creek district. I was anxious to see a dark mass, through the windows of which the lights shone. It was a long, narrow car, resembling a corset box in shape, but perhaps 30 or 35 feet in length and six or seven feet in width and height. Over the car floated a cigar-shaped bag, horizontally placed, of about the

same length as the car and eight or ten feet thick at its greatest diameter. At this moment my horse caught sight of the ship, bolted precipitately for the opposite side of the road and tumbled me into the ditch. By the time I had crawled from the wreck the machine was moving briskly in a southerly direction, and at the same time ascending at an angle of about 45 degrees.

April 11, 1897 St. Louis Post-Dispatch (Sun. morn) p. 2 (card 1)

A Merry Jest

The Moon-Talked-Of Airship Was an April Day Joke of Two Omaha Lads. / Special to the Post-Dispatch.
Omaha, Nebraska, April 10.—The air ship seen Monday night, which created such a sensation here, was a balloon and the guilty men who sent it up were Roy Arnold and Jack Rogers. They are practical jokers and they bought the balloon to send up April First, but it rained that night and so they held it off for a later fly.

They took the balloon Monday night and went over in the hollow back of the State Institute for the Deaf, where they inflated it. Suspended from the balloon was a wicker basket filled with a composition resembling shavings, which they touched off just as it ascended, and this was the light. The balloon struck a current of air that carried it directly over the central portion of the city, and Mr. Arnold says that when they came back everybody was talking of the "air ship."

Special to the Post-Dispatch.

Galesburg, Ill., April 10.—Much excitement was caused here to-night by the mysterious airship sailing over the city. Hundreds of people saw it. It sailed toward Iowa, showed a bright light, and was in sight an hour. It wobbled in its flight.

Special to the Post-Dispatch.

Houaquia, Ill., April 10.—Last night between 9 and 10 o'clock the so-called airship was distinctly visible in the northwest from this place. This is no dream or the result of a diseased mind. The color was flaming red and it moved in a westerly direction. V. Snyder, Jr., a leading banker of this city, and several other prominent citizens witnessed this wonderful phenomena and will vouch for these statements.

Red and Green Lights

So It Could Not Have Been a Star, Says a Chicago Witness. Special to the Post-Dispatch.

Chicago, April 10.—It is the people against the scientists in the matter of the air-ship which, it is reported, was visible shortly after 8 o'clock last evening.

On the roof of the Hartford building, in the downtown district, were gathered John Monroe, Night Engineer M. J. Meyer, the elevator man, W. Strain, J. F. McGrath, day engineer and family, together with a number of reporters and tenants.

Miss McGrath says she looked at the object through a strong opera glass, and that it could not have been a star on account of its swaying motion and bright red and green lights. On the other hand, leading Chicago scientists, including Prof. Garrott of the Weather Bureau, are firm in their statement that the phenomenon could not have been an air-ship. M. J. Meyer and others support Miss McGrath's statement. The attention of Chicago people was first called to the matter by numerous telegrams from Evanston, the university suburb.

April 12, 1897 St. Louis Post-Dispatch (Mon. eve) pp. 1, 2 (card 1)

The Airship as it Appears to Some People (cartoon—giant insect watched by people using liquor bottles and glasses as telescopes).

Aerial Wonder Seen in St. Louis.

Crowds in the Extreme West End Watch the Mystery. Moved Steadily Southwest. Skeptics Forced to Believe the Evidence of Their Own Senses and Admit It Was Not a Star.

The mysterious aerial wonder which has been exciting comment all over the Middle West for the past week was seen by a number of St. Louisians Saturday night.

It skirted lazily along the western horizon for half an hour and then disappeared from view as suddenly as it had appeared.

People living in the extreme West End saw it plainly and many of them are ready to agree with observers elsewhere that the mystic bluish white light was not that of a heavenly body, but a signal from some kind of aerial craft.

Most of the observers believe that they saw an airship. They are certain that the light was not that of an ordinary balloon and that the craft to which it was attached was under perfect control.

The first observer of what has been conceded by thousands to be an airship was William Mulhall, a young man living at 504 Minerva ave. Mr. Mulhall was standing at King's highway and Easton avenue about 10 o'clock, when he saw a bright light near the horizon in a south-westerly direction.

He thought at first it was the evening star, but looking a few degrees farther north and higher in the heavens he saw that Venus was still doing business at the same old stand.

His curiosity was aroused and he watched the mystic light closely. It was moving slowly north, apparently in a straight line.

Mr. Mulhall watched the light until he felt certain that he was looking at something out of the ordinary.

He went to R. H. Pardee's drug store at 4966 Easton avenue, and called the attention of George A. Hiles, the Clerk, to the strange light.

The two stood on the pavement looking at the heavenly mystery, and were joined a few minutes later by Druggist Pardee.

The light had been seen by scores of people, and soon there was a crowd on the corner. The peculiar motion of the light, its peculiar color, unlike anything known to astronomy, and its unswerving flight along the horizon caused a great deal of excited comment.

The crowd of wonderers was constantly augmented and all sorts of theories were advanced. Those who at first argued that the light was that of a fixed star were forced to recede from their position by the indisputable evidence of their senses. There were others who thought for a while that the light was that of an ordinary balloon, but before they had watched it long they acknowledged their mistake, for the light was absolutely steady and retained its brightness up to the instant when it suddenly disappeared.

The light was seen not only by the crowd at Easton avenue and King's highway, but by people of undoubted veracity all over the extreme West End.

Children at play saw it, and the cry "balloon, balloon," drew attention of scores of older people to the airship.

John H. Glassmeyer of 4966 Easton Avenue had his attention called to the light by a little girl.

Mrs. Charles Jobb of 5060 Weller avenue saw the light and pointed it out to several of her neighbors.

R. H. Parrier, the druggist at 4998 Easton avenue, said Monday morning that he was confident that he had seen the airship.

"When I first saw the light," he said, "it was southwest of here. It was visible for half an hour and at the end of that time disappeared suddenly, though apparently no farther away than when I first saw it. While visible the lights never varied for an instant. It appeared to me very much like an arc light of great power."

"The airship must have been a great distance away, for we could not distinguish the outlines.

Mr. Mulhall and others in the crowd were certain that the light at times assumed a deep blue tint.

"It was very difficult to tell how fast the light travelled. During the half hour it covered an arc of about 45 degrees. If it was so far away as it seemed to be it must have travelled extremely fast, though apparently it moved along slowly and with absolute precision."

Fifteen workmen at the Lindell Railway /p.2/ car shops, at Park and Vandeventer avenues, also saw the mysterious light Saturday night.

Conductors on the Citizens' line say the light was plainly visible from the western end of the line Saturday night, though it did not make its appearance Sunday night.

Prof. H. P. Pritchett, astronomer of Washington University, was at his telescope Saturday night, but did not see the airship.

Alex told that it had been seen in the West End he said: "Of course I can't question the veracity of the people who say they saw a mysterious light Saturday night. I have seen nothing brighter than Venus. I will keep a sharp lookout, however. It would be possible for such a light to float along close to the horizon without being seen by our telescope, as our observatory is very low and the smoky atmosphere prevents us from making observations below an elevation of 30 degrees."

There is no doubt from the testimony of all the witnesses that the mysterious light was below the 30 degree elevation. The country in that part of the city from which the views were obtained is open and favorable to such observations.

Passed Over Chillicothe. Chillicothe, Mo., April 12.—Many Chillicothe people last night saw what is supposed to have been a mysterious airship. A bright white light, apparently about the size of a headlight passed over the north part of the city and went west. The hull of the ship was not visible.

1897 April 13 (Tues) St. Louis Post-Dispatch, p. 1,2 (card 1)

AIR SHIP SEEN / Thousands of St. Louisians Excited Over the Aerial Visitor. / SEARCHLIGHT FLASHED TOWARD THE EARTH FOR AN HOUR MONDAY NIGHT. / Noise of Machinery Heard and Outlines of the Craft Visible. / TESTIMONY OF MANY CITIZENS REGARDING THE MYSTERIOUS VISITOR. / University Professors Confess They Are Puzzled by the Appearance. / Outpouring of Men, Women and Children Expected Tuesday Night When the Heavens Will be Watched From Points of Vantage. /

The airship has arrived at St. Louis and is supposed to be anchored or drifting somewhere above the clouds in this vicinity. This statement is vouched for by thousands who saw the mysterious visitor Monday evening.

If not an airship, what is it? Everybody asks and there is no answer.

At 7:30 o'clock Monday evening persons looking in a northwest direction saw a peculiar-shaped object push through the clouds at an elevation of about 25 degrees. From the point or bow of this object emanated a strong light that greatly resembled a powerful electric searchlight. This wave of brilliancy swayed back and forth; it was as if aerial navigators were sweeping the earth's surface with the xxx rays much as men-of-war throw the revolving lights from on board ships to every point of the compass in order to sight any torpedo boats that might be lurking in their vicinity.

This light shone forth for fully ten minutes, then suddenly disappeared as if an electric current had been turned off. It was not an obscuration by clouds. Many of those who witnessed the phenomenon for the nonce no better word can be used—aver they saw the shadowy form of what appeared to be a peculiarly shaped ship. One man described it as resembling a whaleback; others said it was more perfectly cigar-shaped.

The above description is given after conversation with scores of men who witnessed the strange sight.

Manager Weaver entertained a party on the roof of the Planters'. Most of them were commercial travelers. They at once suggested it was some advertising scheme, but how it was worked mystified them. They recalled the talk of a year ago, when a prominent manufacturer tried to throw the names of his goods by a powerful stereopticon on the clouds. These Planters' Hotel observers admit the light came from above and not from below.

H.C. Frankenfield, local forecast official, saw the bright light while walking home. Looking at it with his practical eye he soliloquized: "It is Venus; that is the light all have seen."

Tuesday morning when Mr. Frankenfield opened his xxx books and ascertained the exact position of Venus he admitted he might have been mistaken.

"It is no joking matter," said he to a Post-Dispatch reporter. "Science has taken such strides of late that nothing should surprise us. There is some mystery afloat, and I am as much puzzled as any one."

The light was observed from the Century building and from the Union Trust; it was seen by thousands who gathered in groups on street corners.

The negroes are much excited by the strange aerial apparition. They say it portends dire disaster and hundreds of them could be heard discussing the strange visitor as they gathered on lower Morgan street Monday night.

The bright light which first aroused attention was seen xxx at 7:30 o'clock, and was observed for 10 minutes. Half an hour later it reappeared, but was further distant from the earth. Passengers on a Lindell Railway car had a good view at the hour just before the car reached the Eighteenth street bridge. The conductor, P.E. Cleary, thus describes the phenomenon: "The light was in the west, and moved toward the north. It resembled a street car headlight. At times it disappeared behind the clouds."

Several persons employed at Forest Park Station, of the Lindell Railway saw the object. Charles Snyder, one of them, said it passed over the park about 8 o'clock. The outlines of the craft were not distinctly, but the light was brilliant.

There were a number of observers at Union station and from an altitude above the carshed a good view was obtained. From this point the effect of red and green lights was distinctly visible. H.E. King, commercial agent of the Mexican Central Railway, vouches for this statement. Station Master Coakley also was a witness of the phenomenon. At the same time it was seen in a different part of the city by V.S. Simpson, President of the Christopher-Simpson Iron Company, from the vicinity of Lafayette Park.

This description of different colored lights tallies with what was seen in many states of the Central West, as reported by telegraph in Saturday's Post-Dispatch.

It would seem from this the aerial visitor is familiar with maritime law. This code of the high seas provides that all steamships and sailing vessels shall carry three lights, one of white on the forestay, 100 feet from the water line, one of red on the starboard side, and one of green on the port.

Close observers of the airship declare her lights to be similarly arranged.

Prof. Henry S. Pritchett, astronomer of Washington University, Tuesday questioned a number of persons who had seen the light.

"I cannot account for the strange appearance," he said. "I intended making observations last night, but was deterred by the heavy rain."

"Do I think it was an airship? I would rather not answer that question. I simply do not know what to think. The testimony comes from too many xxx persons and from too many different points to be discredited. I shall be on watch to-night at the observatory, St. Charles and Eighteenth street, from 7:30 until 10 o'clock and if the strange visitor makes its appearance again we will see what a powerful telescope will reveal."

Prof. Pritchett was asked what point aerial navigation has reached "The best apparatus so far created," he replied, "has been made by Prof. Langley of the Smithsonian Institution. He has been able to carry a man several hundred feet in air by means of a flying machine."

"If reports of this aerial visitor are correct the airship that now hovers xxx above St. Louis is under perfect control."

"Would it not be wonderful," he continued, "if this great problem had been solved, and the man who has been fortunate enough to overcome the laws of gravitation is mythifying the entire world before he makes public his secret? As I said last Saturday it would be human nature for him to do so."

There is a man of science, an electrician, recently from New York, who believes the aerial visitor to be an airship that was launched near Oakland, Cal. He is Prof. M.S. Koenig, of 2622 1/2 Olive street.

"I do not wish to give names," said Prof. Koenig Tuesday morning, "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 was said that he was working on an airship."

"So far as I could learn he had discovered a new electrical current. The study of electricity, you know, is in its infancy, and new elements are being met every day. 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 it is ether."

"Of course this sounds remarkable, but if there is an airship

proving above the clouds, I firmly believe it is engineered in some such manner."

To say that all St. Louis is excited at what has been seen and at the many stories that are current is using a mild expression and through the entire United States the subject is more discussed to-day than the gathering of war hosts in Macedonia.

Many remember the stories current about the attempt to signal Mars and the question often asked is: "Can it be possible that this airship is a visitor from that planet?"

There will be crowds at Forest Park Tuesday night and other crowds at points of elevation in and about St. Louis. Small telescopes and opera glasses will be in demand, and between 7 and 10 o'clock a hundred thousand eyes will watch the western and ~~xxx~~ northern sky from zenith to horizon in an effort to solve the mystery.

At the same time university professors will bring their telescopes to bear. Not only will this be the case in St. Louis, but in nearby towns as well, and operators in Western Union and ~~xxx~~ Postal telegraph offices have been asked by the St. Louis chiefs to report anything unusual observed in the heavens.

As the hours of Tuesday morning passed Post-Dispatch reporters obtained further corroboration of the mysterious sight that caused such excitement Monday night.

The most startling testimony is that given by Ed Dillon, a conductor on the Union Depot line.

"When west of Tower Grove Park on Arsenal street Monday night at 8 o'clock," said Dillon, "I saw a great light above me that resembled a falling meteor. It was coming directly toward me, so I thought, and you can bet I was frightened. But after dipping down it rose again and disappeared behind the clouds. I saw distinctly the outlines of what appeared to be a small vessel and I heard the rustle of machinery."

Dillon's story is corroborated by John Rice, motormeer of the car. William Alexander, John McFarland and John Bell, employees of the Union Depot line, also saw the ship.

Chief of Detectives Desmond is another person who viewed the mysterious light.

About 8:30 Monday evening a great many people in Belleville saw a moving light in the western sky, which they are positive was the mysterious airship. It moved in a northerly direction, rising and falling. After being in sight about twenty minutes it disappeared as suddenly as if it had been snuffed out. A number of persons about the public square saw it, and are certain it was not a star. Considerable excitement was caused by the appearance of the strange visitor.

The mysterious light was watched by a Post-Dispatch reporter. With him at the time was Frank Benish, 3320 A California avenue, and the observation was made from that house. This is what was seen:

Above 7:30 o'clock while the clouds were still ~~xxxxx~~ heavy, a luminous spot, like the glow of a light behind the clouds, appeared a little north of west, and about 30 degrees above the horizon.

The spot was stationary for nearly five minutes, then moved slowly southward and ~~xxxxx~~ upwards.

Five minutes after it first appeared the spot grew larger, as if the light behind the clouds was approaching the observers rapidly.

Suddenly rays like those of an arc light in a fog shot through the cloud and a second later what appeared to be a powerful search light was visible.

It was not a mere point of light like that of a star. Its circular shape was plainly discernible. For four minutes there was no evidence of motion. Then the light swerved to the south about ten degrees traveling apparently very rapidly. The motion of the searchlight as it was turned from side to side was easily followed. The light would be turned full on toward the observer, then it would be turned away, growing fainter as the angle was increased. Once, for an instant, the light disappeared, but its reflection could be seen on the clouds in the west.

Not a star was visible for fifteen minutes after the ~~x~~ light appeared. When the clouds ~~x~~ cleared it was seen that Venus the evening star, was about ten degrees south and fifteen degrees east of the mysterious light.

The aerial mystery, after traveling south for awhile, turned north and descended rapidly, disappearing behind a house opposite the observers.

Salisbury Sees It. / Special to the Post-Dispatch.

SALISBURY, Mo., April 13.--Until 8 o'clock last night people in this vicinity were skeptical in regard to the much talked of air ship, but at that hour it was seen by a number of citizens. It appeared to be a few miles northwest of town and, after apparently striving to go against the wind for a few miles, it turned abruptly and shot into space in a northeastern direction. There was a large light below and a small one above the front end and a black band was plainly visible around the central part.

Had White and Green Lights. / Special to the Post-Dispatch.

CARLINVILLE, Ill., April 13.--Much consternation was caused in the northern part of this (Macoupin) county by a floating aerial object early last night. The object seemed to be ~~xxxxx~~ about 10,000 feet in the air and was moving at a very rapid rate. It carried white and green lights and many declared it to be the much talked of air ship.

1897 April 13 (Tues) St. Joseph, Mo., Daily Herald, p. 5.

NAVIGATOR OF THE AIRSHIP / Alights at Maysville, But Becomes Disgusted, and Sails Away.

Maysville, Mo., April 12.--(Special to The Herald.)--At 10:30 p.m. those of our citizens who had any doubts as to the reality of the airship had them removed in a very short time. If the fake story from

Bethany had any truth in it there are, or were, two of these mysterious craft.

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

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

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

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

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

1897 April 14 (Wed) St. Louis Post-Dispatch, p. 7. (card 1)

GIRARD VIEWS THE AIRSHIP. / SEVERAL MEN CLAIM IT ALIGHTED NEAR THAT PLACE. / ST. LOUISIANS DISAPPOINTED. / Thousands Gazed Anxiously Skyward Last Night, but Saw Naught Save Clouds. /

Probably half the inhabitants of St. Louis glanced skyward, north, south, east and west Tuesday night hoping to see the strange light that has mystified the denizens of the Central West for a fortnight. But they saw nothing save dull heavy clouds that obscured the moon and stars and through this canopy of moisture no aerial visitor thrust its prow.

Men of science were on the alert also, and at Washington University Observatory the large telescope was ready to turn to that part of the heavens where any phenomenon might be seen.

The mystery deepens. Thought the majority ridicule the idea that anything beyond the natural has been seen, yet the thousands who viewed that strange light Monday night are as strong as ever in their faith that something has happened above the clouds that man has not yet accounted for, and they become indignant when their word is questioned.

There is hardly an establishment down town but has one or two employes who witnessed the aerial visitor Monday. They were all on the lookout Tuesday night and saw nothing. Perhaps this non-appearance is explained by the following special dispatch received Wednesday morning from Girard, Ill.:

"The airship was distinctly seen here last night by P.E. 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 ~~x~~ 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 Norwood. 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 reach the spot the ship was seen to rise, ascend to a great height and disappear to the north. They were so near where it rose they could see persons in the boat and could also distinguish a large letter 'M' on the side. All the men agree the craft was cigar shaped and had oars or wings extended.

"They continued on to the spot where it had alighted, and saw distinctly the imprint of a man's feet. Their footprints 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.

"McCraner says he is willing to make affidavit to the above statements. When he returned to the wire he told operators up and down the line what he had seen.

"He repeated the story in full this morning to the Post-Dispatch correspondent."

A reporter for the Post-Dispatch called at the Western Union telegraph office in St. Louis Wednesday morning and asked Day Chief ~~xxx~~ Spencer about McCraner.

"He is our night operator at Girard," Mr. Spencer replied, "and is thoroughly reliable. He has worked for us some time. Yes, we have heard what he saw yesterday evening and it is the talk of the office. The matter is beyond my comprehension."

A dispatch from Carlinville says the airship passed over that place Tuesday evening and was seen by hundreds. It was also seen at Sherman and Williamsville.

Samuel Marsden thinks the strange light is that shed by Venus. He writes the Post-Dispatch under date of April 13:

"My attention was called to the 'flying machine' last evening. At first I concluded that it was the planet Venus, shining brilliantly through a rift in the clouds, but it changed its apparent size so I ran to get a view with my telescope, and found, without a question of a ~~xxxx~~ doubt, it to be as I had anticipated. I also noticed beyond the heavy clouds through the rift a number of fleecy clouds in rapid motion. They not only distorted the image of Venus, but caused the appearance of Venus in motion in the same manner that a number of

Small clouds passing rapidly over the moon causes her to appear in motion." /

Had People on It. / Special to the Post-Dispatch. PERRY, O.T., April 14.--The airship, which has created so much excitement and concern in Nebraska, has made its appearance in Oklahoma. Hundreds of people declare that they have seen it in the past few days. It has been seen here by fifty people in the past two nights and is creating no little excitement. Five days ago it was seen by a dozen men at Guthrie, and two days before at South McAlester.

Col. Yates, a newspaper editor of this place says he saw it, and it seemed to be nearly a hundred feet long and about one-fourth (?) as wide. He said it went through the air toward the north, and the light, which would shine and disappear, resembled a flashlight or a lightning bug. He also says he saw persons inside the machine. Four others were with Editor Yates at the time.

1897 April 14 (Sat) St. Joseph Daily Herald, p. 7.

AIRSHIPS ARE NOT PERFECTED. / That They Will be in Time is Not Doubted Editor Herald:

Sir--I have been much amused in reading accounts of airships in different parts of my own state and in Nebraska, as reported by correspondents of local journals. At one time it is flying over Omaha, at another over Lincoln, and many times it is seen at different places at about the same time. It is always in the night. Have we scores of inventors among us who have invented an airship--even on a small scale--that is really capable of sailing in, or through, the air, and no one knows who, or where they are? There are scores of smart Alects living in the above places, who will smile as they read this, knowing how completely they have fooled the people with a little horse-made "gas" and more greased silk. Everyone knows, or ought to know, that an airship is too difficult to construct to be made in such vast numbers, and no one knows anything about it. That an airship will be made that will navigate the air successfully as ships navigate the water, I have not the least doubt. But it is not yet. Gas is lighter than air. The balloon is the result of this fact; this will lead some ingenious person to apply other qualities--such as locomotion, air guiding, ascending and descending, which will nearly prove successful. Another will add the finishing touch, and then they will be able to answer the prophet's question: "Who are those that fly as the clouds and as the doves to their windows?" They will not be able to start, loaded, from the ground, but their stations will be elevated to meet the demands of the law of gravitation. They will be built so that a high rate of speed will tend to bear them up, and this will, in a measure, overcome the weight of the car and its passengers. I think that wings, worked by heated air, or ~~xxx~~ electricity, will be the propelling power. Wings made upon the principal of a feather, stiff at the points, but very pliable at the ends, curving downward, so that an upward stroke will give momentum, and a downward stroke will give both momentum and a lifting power, which will also keep the ship aloft. These principles are as essential to the successful airship--that will be--as impenetrability and extension are to matter. Anything in motion veers, relatively, less, but absolutely the same, for motion does not destroy gravity, it simply overcomes it. This is proven by the gyroscope, which, when made to revolve on an axis fastened at opposite ends from the wheel, the axis taking a horizontal position, while the wheel moves around the frame; when the motion is diminished to a certain number of revolutions the wheel is drawn toward the earth. While this is rotary motion, yet, it proves that motion does overcome gravity, and, when philosophically applied to an airship, will lessen the force of gravitation.

A.B. ALLESTON.

1897 April 15 (Th) Moberly, Mo., Daily Monitor, p. 2.

THE AIRSHIP DELUSION.

The air ship or mysterious light at night has been seen in reality or in hallucination by above a hundred persons in Moberly, all of them cannot be carrying out a hoax to have a little fame, neither can all of them be fuddled or mistaken in vision. It is not an airship, or balloon it is a light, all agree, but what kind of a light, there's the rub. One man who saw it last night says its a red light like a ball of hot iron, and claims it is the old time Jack-o-Lantern, told of to children by the negroes fifty years ago. Jack-o-Lanterns were supposed to come out of low, damp grounds, creek or river bottom, in the shape of a ball of fire and move along ahead of the observer, bouncing over low bushes and under the lower limbs of the trees, not passing swiftly, but would always elude the pursuer, if he traveled rapidly so would the light. Negroes would not follow one of the lights, as it was supposed to lure the victim to an inextricable jungle ~~xxx~~ where he would either drown in the bog or perish in the fastness of the undergrowth.

1897 April 15 (Th) Moberly, Mo., Daily Monitor, p. 4. (card 1)

A PHENOMENAL WONDER. / As Seen Here Last Night.--The Air-Ship a Reality. Our People Saw It. / (picture of an aerostat balloon)

We have read in the metropolitan and other papers of the West that an Air Ship was sailing over that section of the country. We were some what doubtful of the existence of such an occurrence at the time, but recent developments has convinced us that wonders are not yet at an end.

Last night about 11:30 it was seen to pass over this city. The sky was perfectly clear, stars shining brightly and a brilliant moon in the southern heavens to help to illustrate our subject to the best advantage. It appeared to be about one mile high and judging from that altitude it was about fifty feet long, looked like a ship and appeared to have lights in every window like a railway car, with a very strong light in front probably electric; it was rigged with an enormous rudder and equally large steering apparatus, made of canvas or other light

material, and was headed in a Southerly direction.

At least twenty people saw the phenomenon as it vere and vere spell-bound with astonishment. Among the lucky and bewildered spectators were Sam Lehman, Gus Vromholt, George Gutekunst, Officers Charley & Quayle and Ed. Reggsdale, John Alderson of the Florence Hotel, Ed. Short Engineer Wm. Ross saw it for twenty-five miles while on his engine, J. W. Brooks, Julius Lotter, Geo. Miller, D.W. Newton, Chas. Forsley and other well known gentlemen of undoubted veracity also saw it.

The vessel appeared to be encompassed in a luminous vapor or halo and glided with the ease of a bird and made some graceful evolutions in the air without getting out of its Southern course--to say the beholders were astonished is putting it mildly. All this hush about visitors from other planets will only bewilder the minds of those who are not posted or initiated into the mysteries of cause and effects, natural philosophy or planetary influence. Anybody who knows anything about astronomy knows that anything coming within the earths attraction will hit it with the force of a cannon ball and will get red hot before it ~~strikes~~ hits the earths surface. Such as in the case of meteor aerolites, etc.,--even melting iron and other mineral substances they are composed of. No! You can bet all your friends money that Air Ship belongs to this terrestrial planet and the occupants ingenious, intelligent and mortal.

The idea of aerial navigation is not new, there are patents in the Washington patent office now to the amount of at least 1,000 in that direction. You will say, why are they not put into practical use? because the inventors being mostly poor were not able to build a full sized machine and the general public did not think such a thing was practicable, and the inventor possibly a crank. Oh! yes, all men of new theories are called "cranks." So was Gillileo, who was beheaded and was called a crank when he said the earth was round. Franklin was called a crank when he was flying a kite when he discovered electricity. Morse was called a crank when he was experimenting on electricity by wire. Fulton no doubt was called a crank when he was trying to build a steamboat. Even the famous wizard, Edison, might have been called a crank in the earlier part of his struggles for recognition. I know when Mr. Westinghouse tried his hardest to borrow \$500 from Mr. Keene, the actor, to put his air brake before the railway magnets. Others without number can be mentioned that I cannot at present recall

K. F. ELI.

1897 April 16 (Fri eve) St. Louis Post-Dispatch, p. 1, 2. (card 1)

AIRSHIP VIEWED BY TELESCOPE. / DR. LEO CHAPLAN WATCHED THE AERIAL VISITOR. / DISTINCTLY SAW THE CAR. / Thousand of St. Louisans Observed the Mysterious Light Again Thursday Night.

The airship visited St. Louis again Thursday night. This time the bright searchlight was not only seen by thousands but the object was observed through a telescope and the outlines of the craft were seen.

The person who caught this excellent view of the strange visitor and brought it near the earth by means of a powerful lens is Dr. Leo Chaplan, the throat, eye and ear specialist, residence 1194 Washington avenue and office at 500 North Jefferson avenue.

Dr. Chaplan is one of the leading men in his profession. He is respected by all who know him and his word is to be implicitly relied on.

Dr. Chaplan is a dabbler in astronomy and frequently gazes at the heavenly bodies. He knows that he did not see a star. What he did see was thus related by him to a Post-Dispatch reporter Friday morning:

"I was walking to my home on Washington avenue last night about 7:45, and had just turned from Garrison avenue, when I saw a bright light almost overhead. It was northwest of the zenith. I had read the various stories in the Post-Dispatch concerning the airship, and although I was astonished at the mass of evidence that had been adduced, yet I believed the persons had labored under an optical illusion.

"But the moment I saw this light I realized it was something unusual and I hastened home, ran to the roof and brought my telescope to bear on the object. Before taking a sight I noticed the light was swaying from side to side. The effect was exactly that of a searchlight that was being manipulated.

"The moment I looked through the glass I discovered a long black body behind the light. It was exactly the cigar shape that has been described.

"I thought something must be the matter with the lens and I turned the ~~xxx~~ telescope on different stars and planets. There was no unusual effect evident and I brought the glass to bear again on the mysterious visitor. At first I could not locate the light, then I found that it had moved several degrees to the north. When I caught it again I once more made out the cigar-shaped craft.

"The airship--for I am now convinced it was such--moved over considerable space in five minutes, and I followed it all the time. It took a northwesterly course, then veered to West and finally to North. Then it darted off in that direction and was lost to sight. I had the light in view fully ten minutes from the time I first saw it on the street."

"Are you certain it was an airship?" the physician was asked. "Yes sir, positive. As positive as I can be of anything in this world."

"It could not have been a star?" "No sir. I looked at Venus, at Sirius and other bright stars several time, then back /p.2/ at the mysterious object. Besides, through my glass the object behind the light was distinctly visible."

Dr. Chaplan told his remarkable experience to several acquaintances Thursday night and Friday morning his home was besieged by callers. Among them were a number of scientific men who closely questioned him and all left the Washington avenue residence wondering what the strange visitor could be and convinced there is something unusual hovering among the clouds.

The light was not only seen by the physician but by thousands of

St. Louis, Mo., who were gazing upward at that time, but he was the only one so far as has been heard who was fortunate enough to have had a telescope at hand.

A column of the Post-Dispatch could be filled with names of persons who viewed the phenomenon. All say it is no longer a laughing matter and all are anxious for an explanation.

SEEN AT BISMARCK.

This Airship Had Beautiful Lights and Moved Rapidly. / Special to the Post-Dispatch.

BISMARCK, Mo., April 16.--From 8:10 until 8:35 o'clock last evening the airship was seen from this point. It appeared, when first seen by Mr. George Clarkson, to be about 2,000 feet high in a direct western direction, traveling in a northern direction, passing below the horizon about 15 degrees west of north. The lights were large and beautiful, showing quite as large as an engine headlight, with about one-eighth of the luminous body showing red. Its course was oscillating at times showing a rapid descent, followed by a quick rise. Many prominent people assembled on the streets and viewed the great puzzle in wonderment.

In Tennessee and Kentucky.

Special to the Post-Dispatch.

NASHVILLE, Tenn., April 16.--Three dispatches received by the ~~xxxx~~ Banner this morning from Clarksville, Tenn., Allensville, Ky., and Russellville, Ky., all report that the mysterious airship passed over those places last night. In each instance the wonder is said to have been ~~xxxx~~ witnessed by reputable citizens. The ship is described as a huge, long, dark object, with a headlight.

This One a Fake.

Special to the Post-Dispatch.

WATERLOO, Ia., April 16.--This city has been worked up to-day by the ~~xxxx~~ arrival of an airship, which anchored outside of town. It is a cleverly constructed fake about 40 feet long and 20 feet wide and 12 feet high, built up by a practical joker during the past week and brought out last night, a man from town 100 miles distant attending it. Ninety per cent of the people believe it real. Fully 5,000 people have ~~xxxx~~ visited it to-day.

1897 April 16 (Fri) Noberly, Mo., Daily Monitor, p. 4.

Let Us Have a Telescope.

The popular wave of excitement created by the mythical "air ship" discloses the fact that our people, even the best informed and the most intelligent of us, are lamentably ignorant of even the rudiments of astronomy. There is likely no other community of ten thousand people who know as little of the planetary system as this. It is not because we are not well informed generally and mentally capable, but simply because ~~we xxx~~ our attention has not been directed to the heavenly bodies, and because we have no facilities for their study. It was amusing to hear the comments made upon the brilliant planet seen in the west last night. To some it was undoubtedly the "air ship"--others said it was an advertising scheme, while the wiseacres said it was Mars Jupiter or the Major Urea, &c. As a matter of fact the brilliant visitor was Venus, now close to the earth, very brilliant and soon passing below the horizon, thus creating the impression of an artificial body.

The Monitor has a suggestion to make. Let the High School take the matter up, and by a series of entertainments raise a fund for the purchase of a telescope. Many educational institutions have purchased new telescopes, and their old ones are for sale cheap. In looking over a scientific journal we may find many good instruments offered for sale ~~xxxxxxx~~ very cheap. Then, with the aid of a telescope, let the study of astronomy be taken up. A new world will be opened up to us, and the heavens will no longer be a beautiful mystery.

1897 April 16 (Sun) Sedalia (Mo.) Sunday Democrat, p. 1. (card 1)

UP IN THE CLOUDS. / An Airship Story for Your Whiskers, This One Is. / It Wins the Blue Ribbon. / A Trip from Maine to the Pacific Ocean in the Interest of Setting Cuba Free. /

Of all the airship stories that have appeared in the public prints in the past few days the following sent to the Democrat through the Sedalia postoffice is entitled to the blue ribbon as it is probably as well authenticated as the others. The communication entire follows. To the Editor of the Democrat.

Passing along the M.K.&T. railroad track, just north of Sedalia, I picked up a piece of thin, gauzy paper which I had observed falling from a vast height. I send you a copy of its contents for what it is worth. John Jacobsen. /

Above the Clouds, April 16, 1897.--Unknown Senator: Glory to God in the highest! Peace and liberty to Cuba. The grand test has been made. It proves the most glorious success of the century. Our great airship is to the heavens what a great steamship is on the sea. Specific gravity is a misnomer. Gravitation is unknown ten miles above this earth. The force there is repellant, otherwise all living things would be in a single day destroyed by the vast fall of indubious matter.

We have sailed from the woods of Maine to the Pacific and back in three days. We have been 500 miles above the earth. Our room is impervious to heat or cold. We make our own oxygen.

Now, I, the inventor, am a Cuban. My ship is devoted to her cause. Loaded with dynamite and the deadliest explosives known, very soon we will anchor over Havana. Weyler must surrender or die. Havana will be ours or there will be no Havana.

Cuba free, then accursed Spain, we will pour upon you, like the wrath of God, the contents of this ship. We will avenge a thousandfold every murder you have gloried in. The name of Spain shall be blotted out. In the name of four hundred years of bloody despotism we hereby devote you to the infernal gods. / Don Alvarado Ouevada.

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B.B.--Let the cold blooded tyrants of all the earth rage! France, the United States, the base, cowardly "great republic" who slew and sees his neighbors murdered in silence, we defy you. We can crush you in a day. Next to Jehovah, I am the earth's destiny, the arbiter of its fate! Glorious Greece! Land of gods and godlike men. The glories of your past illumine still your Olympus. Once more shall you lead the world to glory. A compatriot greater than all Europe will soon be with you. We will repudiate a religion that aids its foes to destroy us. Musselman robber, fly to your Christian or Tartar allies. The city of Constantine shall once more be the capital of Greece. Once more Jupiter shall thunder from Olympus and love and happiness take the place of deathheads and crossbones. / A. 1897 April 19 (Mon.) St. Louis Post-Dispatch, p. 1. (card 1)

GOLDEN HAired GIRL IS IN IT. / THE AIRSHIP DISCOVERED IN SOUTHWEST MISSOURI. / WHAT HOPKINS SAYS HE SAW. / He is an Elderly Christian Gentleman and His Friends Say He is Perfectly Reliable. /

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

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

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

To the Editor of the Post-Dispatch:

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

I thought the first report of an airship was started by some Munchausen of the press to gratify some mischievous whim and to see how many imaginative people would fall in line and claim--honestly of course--that they had seen it also. My impression was strengthened by my own experience a few days ago, when in Kansas City a friend and myself thought we saw a bright light in the heavens, which frequently disappeared and then reappeared again, but which we afterwards found was the evening star, which was intensely bright, but which was occasionally obscured by light clouds of steam, which were not visible to us in the darkness.

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

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

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

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

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

I stopped and, taking my handkerchief from my pocket, waved it in the air. A few minutes we stood. I then spoke some words of apology for intruding, but he seemed not to understand, and replied in a threatening tone and words which I could not make out. I tried by signs to make him understand, and finally he left her, trembling and trying to hold his back, and came ~~xxxxxx~~ toward me. I extended my hand. He looked at it a moment, astonishment depicted in his dark-

brown eyes, and finally he extended his own and touched mine. I took his and carried it to my lips. I tried by signs to make them understand I meant no harm. Finally his face lighted up with pleasure, and he turned and spoke to the woman. She came hesitatingly forward, her form undulating with exquisite grace. I took her hand and kissed it fervently. The color rose to her cheeks and she drew it hastily away. I asked them by signs where they came from, but it was difficult to make them understand. Finally they seemed to do so and smiling they gazed upwards for a moment, as if looking for some particular point, and then pointed upwards, pronouncing a word which, to my imagination, sounded like Mara.

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

At the stern was another large ball of metal, supported in a strong frame-work and connected to the shaft of the propeller at the stern was (a) similar mechanism attached to each propeller and smaller balls attached to a point of metal that extended from each side of the vessel and from the prow. And connected to each ball was a thin strip of metal similar to the one attached to the lamp. He struck each one and when they vibrated the balls commenced to revolve with intense rapidity, and did not cease till he stopped them with a kind of brake. As they revolved intense lights, stronger than any sunlight I ever saw, shone out from the points at the sides and at the prow, but they were of different colors. The one at the prow was an intense white light. On one side was green and the other red.

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

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

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

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

W.H. HOPKINS / Muskogee, I.T., April 17, 1897.

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

"This is wonderful," he said. "That is /p.2/ Mr. Hopkins' handwriting and he is now in that territory. He was also at Springfield on the day named. He is travelling agent for the Company."

"Do you believe what he says?"

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

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

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

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

The daughters chimed in to the same effect.

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

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

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

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

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

Fri. April 23, p. 4 (letters).

The "Airship". / To the Editor of the Post-Dispatch.

The people of this part of the Indian Territory are anxious to know if there is any truth in the airship story? What is your honest opinion? Do you believe Mr. Hopkins' story written from Muskogee, I.T.? / LEE CLINTON. / Tulsa, I.T. April 21.

(The Post-Dispatch does not believe there is an airship in existence at present. The unusual brilliance of Venus, the "evening star," has doubtless been the basis for several of the airship stories. Others are mere yarns.---Ed. The Post-Dispatch.)

1897 April 19 (Mon) St. Louis Post-Dispatch, p. 4.

A Corking Explanation

To the Editor of the Post-Dispatch.

The mystery of the air ship has been solved. Carl Browne gave it away last night, ~~xxx~~ not to a reporter, but a representative of the press obtained it from unquestioned authority:

The inventor is an anarchist. Perhaps you have noticed the inactivity of the Anarchists for several years. Well, all their funds have been centered on the creation of the airship to obtain their ends. I learned this secret by telepathy. There are to be six of them; two are already completed; they were made in California, where the other four are being constructed. There will be no patents applied for, as the design of the originators and operators is to use them to destroy all governments and begin a new era. The fulfillment of prophecy is near at hand of the destruction of the world by fire.

When the other four are completed and tested with these two that are being seen nightly in the West, and improved upon as they are found needed, the warning will be given to the faithful to flee to the mountains. One will operate in North America, one in South America, two in England and Europe, one in Russia and Asia and one in Australia and the islands of the sea. It is not believed that the warnings will be heeded by the selfish people, but simply looked upon as the workings of cranks. Hence, when they are destroyed, as the people of Salsu and Gooorrah, in the terrible storm of brimstone and fire (boats and chemicals) that will be thrown out of the airships. It will be an easy matter for the principles advanced by the Anarchists to be put into practice, of no government, no rulers. As there will be no selfishness, there will be no need of officials.

Each would do unto the other as they would be done by, and the new era be ushered in of a new heaven and new earth.

MEMO

No Man's Land, Undated.

1897 April 19 (Mon) St. Louis Post-Dispatch, p. 4. (letters).

Saw the Airship

Mr. Editor: Last night as me and my nabor, Mr. Huston, the dairyman, was coming home from a liker party about half-past 11, we saw the much-talked-of air ship. It had out red and green lites and had something running up over it with a bright point like a lightening rod.

One man who saw it said it was about as high as the assessments in Winstanley park. The only thing we had been drinking was a little hard cider and I tell you we air devilish lucky to get that since the Makinley wave of prosperity struck the country. Your constant reader,
Henry Drummon

Winstanley Park, East St. Louis, April 18.

1897 April 20 (Tues) St. Louis Post-Dispatch, p. 4 (letters) (card 1)

The Airship Problem. / To the Editor of the Post-Dispatch.

Here are a few reasons the much-talked-of airship so far as man being aboard is a hoax:

The planet Venus, which changes from white to red as it falls below the horizon, and toy tissue-paper balloons fed by a ball of cotton saturated with alcohol, are responsible for all the excitement and talk. Five months ago when Venus disappeared below the horizon at about 6 o'clock p.m. as much southwest apparently of St. Louis as it does now northwest, it was taken by many to be an electric balloon and so called.

There is no power known that is sufficient to lift itself, car and occupants, and propel it without the aid of gas or hot air reservoir, and one of these sufficiently large could not be concealed long and it would need refilling often. Second reason--An airship travelling at the rate of speed this myth has been making would, if exposed as has been stated, freeze a man beyond thawing in half an hour. Third reason--A car hanging below a reservoir as the cigar-shaped concern is represented in some papers, would meet with such resistance as to compel the ship to go straight up, and it could not be guided on a plane or in a straight line. What then? It would be either above the stars all the time or in some cornfield probably up in Iowa scaring some other poor farmer's horses so they would run away.

The airship problem is as far from being solved as is perpetual motion. About the time it was becoming a force for future usefulness every cross-roader in the country had a perfect model working exact. Where are they to-day? On the shelf. This will be the termination of the airship unless some unknown power is discovered to propel it.

If reports are true, three or four of these airships have been seen. Where do they "hang up at" in the air? We never hear of them putting up at any place where there can be real evidence procured of their existence.

Suppose some one should solve aerial navigation, what would the farmers do if these airship became numerous, dropping around destroying grain fields after night while tightening up a loose belt or putting a new feather in a wing which may be broken while running against time? The ship would be hundreds of miles away when morning came. Who would pay these damages? There would be no railroads to jump on for losses.

caused by an airship.

Concluding we hope we may see the time one can travel from town to town through the air, but let's have more proof than there is as yet.

Tower Hill, Ill. April 16 Ed. McLean

p. 4--The latest description of the airship says it has two wheels lying horizontally and one lying perpendicularly. Some writers have several wheels lying both horizontally and perpendicularly, and every other way in which lying can be done.

1897 April 20 (Tues) St. Louis Post-Dispatch, p. 10.

Air Ship at Belleville / Several Sober and Veracious People Say They Saw It.

What is supposed to be an airship was seen in Belleville Monday night. It appeared in the northeast about 9:30 and was visible about an hour. It was seen by several citizens of unquestioned sobriety and veracity.

Postmaster Irwin Wangelin was walking home with Mrs. Curt Helffelden when he noticed a bright red light in the heavens and called her attention to it. It was travelling at great speed alternately rising and falling.

Otto Kuschkoib, Fred Marsh, Lorenz Kassius and Officer William Letter also saw it.

From Swansea, the village north of town on the ridge, the light was plainly visible. Its motion was not that of a balloon.

1897 April 23 (Fri.) St. Louis Post-Dispatch, p. 3.

Tax on Airships. / Texas Proposes a New Way to Raise the Wind.

Austin, Tex., April 23.--A resolution was introduced in the House of the Texas Legislature this morning setting forth that, inasmuch as it has been generally current that an airship was flying around Texas carrying passengers and freight, and inasmuch as said airship is operating without paying any taxes or ~~is~~ complying with the rates established by the Texas commission, that said commission be instructed to establish special rates for the airship and see that its management comply with said rates.

Th. April 29, 4. There is not the slightest reason for apprehension of a Cleveland third term. The air will be full of flying ships long before Mr. Cleveland sits in the White House again.

1897 April 25 (Sun morn) St. Louis Post-Dispatch, p. 9.

THAT AIRSHIP. / It is Out of Order and is Now Resting for Repairs in the Tennessee Mountains. / Special to the Post-Dispatch.

Chattanooga, Tenn., April 24.--The airship reported daily for the past three weeks as having been seen in different parts of the country is said to have been seen at this place. It is said that the machine met with an accident to its working gear last night, and the navigator was compelled to descend for repairs.

Instead of being cigar or balloon shaped it is said to be the exact shape of a shad, minus head and tail. The metal is aluminum, bound around with thin strips of steel. On each side of this are two large wings, which are fixed to the knuckle and socket joints. The wings can be moved up or down, back or forward, or in any direction. This makes the ship rise or fall without any loss of gas.

Two motors, one electric and the other naphtha, give the motive power. It is said that from the stern there is a propeller at least nine feet in diameter, which has a maximum revolution of 900 turns a minute. The shad shaped portion is filled with hydrogen gas, having a pressure of 27 pounds, and a lifting capacity of 1,800 ~~thousand~~ pounds.

The passenger car underneath the ship is nine feet long, four feet wide and three feet deep, and is made of bamboo and aluminum strips, which combine strength and lightness. The navigator is said to carry provisions in the shape of canned goods and compressed ~~waixxx~~ biscuits. Aluminum vessels comprise the culinary utensils.

Several presumably truthful citizens of this city have given the foregoing account of the vessel. They say that they came upon the vessel resting on the spur of a mountain near this city. Two men were at work on it and explained that they had been compelled to return to earth because the machinery was out of order. One of these men said his name was "Professor Charles Davidson." He is alleged to have said that the vessel left Sacramento a month ago and has ~~be~~ since been sailing all over the country.

25, 20 (editorials) As to the Airship. / From Cincinnati Enquirer.

"The only certain thing about the airship," said the red-nosed man "is that it is shaped like a cigar."

"And," said the thin-faced young man with the waxen complexion, "still it sounds like a pipe."

26, 4 (eds.) The discovery that the airship is shad-shaped adds to the fishiness of the airship stories.

1897 April 26 (Mon eve) Sedalia (Mo) Democrat, p. 5.

St. Joseph, Mo., April 26.--The airship mystery has been solved. What thousands of people have mistaken for an airship is a kind of a cross between a kite and a balloon. John Corter, a telegraph operator in the employ of the St. Joseph and Grand Island Railroad Co., is, according to a story told by Police Officer C.S. Scott and a number of residents of the southern part of the city, the man who is responsible for the strange sights seen in the heavens during the last few weeks.

The discovery of the bogus airship was made by mere accident yesterday afternoon, when officer Scott was patrolling his beat as usual in that part of the city known as South park.

About 4 o'clock in the afternoon he happened to look heavenward and beheld what numbers of other persons had seen before--the airship. The object in midair moved back and forth in the manner ascribed to the airship which has been seen so frequently.

Presently the "airship" descended. The policeman then began an investigation. He went to the place where it struck terra firma and found to his surprise that it had been made to descend, not of its own accord, but by the winding up of the string to which it had been attached by Corter, who had been managing the thing from the ground as any boy does when flying his favorite kite.

It was not an airship, by any means. It was a kite with balloon attachments. It looked more like a very large red mattress than anything else that surprised people could think of. An investigation developed that it was 20 feet square and one foot in thickness, and that it was inflated. The sides were fastened together after the fashion of a baseball catcher's breast protector.

The strange kite had steel ribs running in all directions, and by means of these it was rigged out with strong cords, one-eighth of an inch in thickness, very much like any other kite.

By the peculiarity of the construction of the thing it will, when skillfully managed, ascend from the earth in the same manner as a smaller kite, being inflated on very much the same principle as a hot air balloon it will remain at a high altitude until hauled down by the strong cord to which it is attached.

The inventor has made several of these kites, and by way of experiment has cut them loose after they had made a successful ascent. They were all supplied with railroad men's lanterns of different colors and these are the multi-colored lights that have caused so much amazement to the people who thought they saw an air ship.

When cut loose the kites will soar off through space in the same manner as a balloon, but as the gas does not escape they do not descend so readily. They will travel for hundreds of miles.

1897 April 28 (Wed) Moberly, Mo., Daily Monitor, p. 4. (card 1)

THAT AIR SHIP / Caused Much Excitement in Denver, Colo. / A Former Moberly Man Tells of the Mysterious Battle in the Air. /

Editor Monitor--Since the first of this month I have been reading about an air ship which has been floating about the heavens at will. On the night of April 24 I learn by the Monitor that one of the mysterious ships were reported by Mr. K.I. Eli as floating over the Magic City on the 21st. I think M.R. Eli 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 of Pike's Peak and on the 18th it appeared over Cripple Creek, and then again on the 21st (the same night Mr. Eli reports seeing his) it was seen playing around in close proximity to the top of the peak.

This aroused a strong suspicion in the mind 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 air ship 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 air ship to be nothing less than an unusual large two-seated chair with the lepa attached to the back 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 out 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 a fight ensued. This I reckon was the first and perhaps the last battle with fire arms ever fought in the heavens: for they found the air was so light that it would not hold up a bullet long enough for it to reach the contending parties.

Our boys finally succeeded in throwing a lead over one of the birds 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.

At 4 o'clock p.m. on the 22nd of this month they landed at City park in this place amidst the greatest excitement ever known in Denver.

They are what might be properly 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, for fear you will take lock-jaw 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 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 ten thousand persons came in on the trains today to see the red men and their 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 Respectfully,
R. Suppe.

An Air Ship Lie.

A Chillicothe school teacher requested her small pupils to write of an imaginary trip in an air ship. The result in one case was as follows: "A man came to this town and wanted me to go up in an air ship with him. It was very large, it was up above the clouds when I went out on deck it made me so dizzy I fell off I fell on a house and went through in lit in a bed the children was just getting up they they screamed and mite a near defended me. I will tell you a nother story I went up in a balloon with a man and fell out and I lit on a church steeple and run in throug me I am stickin' here yet I can't tell any more stories because I am dead." This boy's chances for becoming a great lawyer are good.

May 4, 1897 St. Louis Post-Dispatch (Mon.) p. 7 (card 1)

Another Vision of the Airship.

Jenny Lind Ark., Citizens Tell What They Saw.
One Man Took a Ride
Several Conversd with the Occupant of the Craft, Who Gave Their Names.

The good citizens of Jenny Lind, Arkansas, have seen the airship. At least that is what two of the inhabitants write the Post-Dispatch, and they delve thoroughly into particulars, rivalling, though differing from, Mr. Hopkins, who related his wonderful experience near Springfield, Missouri.

The Jenny Lind letter is here given:

Jenny Lind, Ark., May 5.—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 south-westerly direction. It came directly over the town, and as it approached the office of the Western Coal and Mining Company it veered to the right and took a northwesterly direction, passing directly over the Christian Church, where Rev. Mann is holding a serious 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. Stout 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 Holenbeck, 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 Autzerlitz. 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. Holenbeck 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. I. 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 H. ROSS,
JOSEPH EDDLEMAN.

Should your readers doubt this, we refer them to Elijah Holenbeck, Assistant Superintendent; James Davis, wholesale dealer in ice cream and confections; Jack Jamison, livery and sale stable; Rev. Mann, 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 Lind. I can't understand the letter, though. It is very strange."

1897 May 6 (Th) Miller County Autogram (Tuscumbia, Mo.), p. 4.

The whiskey and bock beer of the vintage of 1897 is miles ahead of the tanglefoot and barley foam on the market of our younger days. This season you drink two glasses of bock, 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. It has cleared the political atmosphere of Kentucky and created a multiplicity of "wheels" in the west. Snakes and sea serpents no longer inhabit your gboot-tops and green monkeys no longer sit on the bed-posts. It beats the bass drum how enterprising the modern distiller and brewer are becoming. Next season, with the same beverage we confidently expect to be able to count the number of cheese factories on the surface of the moon, and determine to a nicety, with two glasses of the right focusing beverage, the number of microbes confined in a cubic foot of the water in its canals.

THE AIR-SHIP IN KANSAS. / It Swoops Down and Carries Off a Calf. /

On the front page of the Kansas City Times, one day last week, under the flaring headlines, was a story of an air-ship and its crew swooping down on the cow lot of one Alexander Hamilton, near Yates Center, Kans., and carrying off a three-year-old heifer. The interview published in The Times made Mr. Hamilton say that at about ten o'clock one night he was awakened by a commotion in his cow-lot. Thinking his bulldog was playing pranks with his cattle, he aroused his son and hired man and together they went out to investigate. Upon coming in view of the cow-lot they were astonished upon discovering an air ship alighting therein. It was a cigar-shaped contrivance, about 300 feet long, from which was hanging a compartment of considerable proportion—plenty large enough for its occupants, two men, a woman and two children, strange looking creatures who were jabbering in an unknown tongue. The lower compartment was brilliantly lighted with what appeared to be three electric lights of different colors, one of them being a huge search-light. Upon discovering Mr. Hamilton and the others, the strange visitors sprang into the ship, turned a wheel and the ship gently arose, taking with it a bawling, struggling three-year-old heifer, which the strange visitors had secured around the neck with a cable. The owner learned nothing of the fate of his heifer until the next evening, when a neighbor, living several miles away, brought the hide of the heifer to town, stating that he had found it in the center of his field, and that he was greatly puzzled at finding no tracks in the soft ground where the hide was found. This is a synopsis of the story, and affidavits were given by lawyers, bankers, merchants, druggists, sheriffs, oil inspectors, and, in fact, all the prominent men in Mr. Hamilton's neighborhood, testifying as to his spotless reputation for truth and veracity, stating that he was an ex-member of the legislature and one of the most prominent men in the county. All these parties stated that they believed the story to be a fact.

Well, to make a long story short, we wrote Mr. Hamilton—out of curiosity, mostly, and to decide a controversy in regard to the matter. The following is the reply we received from the gentleman:

VERNON, KANSAS, MAY 3, 1897.

ED. MAIL:—Yours of the 27th came in due time, but I had so many of the same kind to answer that I have just reached your letter. And in answer to your enquiry about the air ship, will freely confess to you (as you are an editor) that I lied about it. I am sure, now, that it was a lightning bug with a cow hair in one foot and an ant crawling up the hair. I must have taken the lightening bug for the air ship, the hair for the cable and the ant for the cow. The whole thing must have been an optical illusion. Now, my dear sir, please do not say anything about this in your letter, for you are the only person that I have confessed the truth to, and I only do this because you are an editor, and I will not lie to the editor of a country newspaper, intentionally.

Yours with respect,
A. HAMILTON.

P.S. I used to live in your county about 42 years ago. I was then an honest, truthful attorney. I left old Missouri in '55, and came over here to help make Kansas a slave state. We did not do it, but it was no fault of mine. I have been right here ever since, and am now as loyal to Kansas as I was once to Missouri, and whenever I get a chance to help Kansas in any way I always do it, even if it is a little free advertisement.

1897 May 8 (Sat) St. Louis Post-Dispatch, p. 1. (card 1)

An Airship Seen in Open Daylight / This Time by George W. Lubke, A Well-Known Lawyer. / It Passes Over St. Louis. / An Intelligent Observation by a Man Who Is a Competent Witness.

George W. Lubke, Jr., has seen a real airship.

Nobody in St. Louis will question the veracity of Mr. Lubke or his ability to understand and appreciate whatever he sees.

He is a well-known attorney, in practice with his father, Judge Lubke, in the Commercial building, and this is the event he described as an eye-witness, to a reporter of the Post-Dispatch:

"Last night, at 5:45 o'clock, I had reached the corner of Easton avenue and Thomas street, when I chanced to look toward the sky in a southeasterly direction. A moving object, plainly in sight—attracted my attention. It was apparently over Garrison avenue, moving north in a slow and steady course.

"I watched the object till it hung above Thomas street. It stopped and proceeded to turn slowly about. Then I had an opportunity for viewing it more closely. It was not exactly cigar-shaped, as the deflections at the ends were not pronounced to a point, but more like the stern of a canoe. As it veered about, I observed a white object in the center of the side, though, of course, I was unable to determine its character—whether a painted wheel or a canvas.

"When the half-circle of the ship had been completed, its course changed to northwest, in which direction it travelled rapidly and finally disappeared in the direction of the Fair Grounds.

"While walking on homeward I met a newspaper carrier who knew me, and he asked if I had seen the airship. I replied in a non-committal way by asking if he had seen it. Then he told me he had viewed it through an opera glass from near Grand and Easton avenues. His description of it corresponded precisely with my own observation, even to the white object on the side."

"What do you think it was?" asked the reporter.

"An airship, certainly," replied Mr. Lubke. "The turn it made while apparently hovering over Thomas street convinced me on that point."

"Could not the turn have been caused by a shifting current of air?"

"No. Air currents don't shift in that way. Whether the aerial vessel had a passenger or not, I am unable to state. It was too quickly

elevated to distinguish details with the naked eye. But, in my judgment, it was an airship."

The Airship in the East.
Special to the Post-Dispatch.

New York, May 8.--That airship has come in out of the West, and according to the solemn testimony of citizens of Harlem and Bridgeport, it was cavorting around in midair hereabouts early Friday morning. It seemed 100 feet in the air and a light shone therefrom as if through portholes.

Sun. May 9 p. 1--A real arsp at last (cartoon)--Nashville Centenn'l p. 2--picture of Nashville arsp.

Sun May 9, p. 4 (?)--eds. pt. II

The report that a phantom steamer has been seen near Natchez ought to be true. The great Mississippi is as much entitled to a phantom ship as is the great ocean to a Flying Dutchman.

p. 7--Brief repeat of Lubke story.

1897 May 14 (Fri.) St. Joseph, Mo. Daily Herald, p. 3.

IT WAS ONLY A KITE / STRANGE CRAFT APPEARS IN SOUTHERN HEAVENS. / Thousands Viewed the Mysterious Visitor--Many Believed That It Was the Long Looked For Air Ship--A Herald Reporter Investigated the Matter and Found That the Nocturnal Visitor Was Nothing More Than a Large Kite With Colored Lights Attached to It. /

St. Joseph has at last been favored with a visit from the mysterious airship. Shortly after 8 o'clock last night the citizens of South St. Joseph became aware of an unusual appearance in the eastern heavens. An aerial monster was apparently perched high above the bluffs in the clear atmosphere. The outlines of the strange visitor were scarcely discernible, but its course was clearly marked by four large brilliant lights of as many different colors.

When the strange lights were first seen the wildest kind of excitement was created. The streets in the southern portion of the city were soon filled with people, who gazed at the strange spectacle in awe and wonderment. The many stories of the mysterious airship had been read with unconcern, and even treated with derision by many of those who now beheld for the first time the nocturnal visitor. The bluffs running from Sacramento street to the southern limits were lined with curious spectators. To them the floating monster seemed but a short distance away.

It seemed to be directly above Pacific street, and moved slowly to and fro, occasionally dropping for some distance, then shooting upward until it was almost out of sight. Telephone messages were sent uptown and soon many people were looking into the eastern sky. Very few were rewarded with a sight of the strange visitor. The lights were only visible from the roofs of high buildings.

Among those who saw the strange visitor were a number of the night employes at the postoffice, several of The Herald employes and some others who viewed it from the custom house tower. It was also visible from the exposition grounds. Among those who saw it from there were Mr. and Mrs. W.A.P. McDonald, John Doyle, Eugene Zimmerman and Fred F. Schmitz. All the conductors and motormen on the Citizen's line saw the strange lights.

A Herald reporter visited South Park last night and ascertained that the supposed airship was a huge kite operated by a railroad man. The kite is about 12 feet high and 8 feet wide, and to the bottom of it were fastened four colored railroad lanterns. It is a very clever arrangement, and no doubt many people thought they had obtained a glimpse of the real airship.

IOWA

1897 April 5 (Mon) Daily Nonpareil (Council Bluffs, Ia.), p. 1.

AERIAL VISITOR SEEN / AIRSHIP VIEWED BY INDEPENDENCE, KAN., PEOPLE. / Independence, Kan., April 4.--The mysterious "airship" that has been seen at various points over Kansas and Nebraska paid southeastern Kansas a visit last night. It is said to have passed over this city at an early hour last night and many people whose veracity is unquestioned declare they saw it. The strange light appeared in the southeast about 8 o'clock.

At first the persons who saw it thought it was a star, but it gradually came nearer and increased in brilliancy. As it approached, it was observed that it did not travel in a straight line, but darted first this way, then that, but always keeping in the same course. Suddenly it veered to the south, so those who were watching it affirmed, then turned and passed directly over this city in a northwesterly direction.

When first observed, it appeared very low, but as it approached it rose higher and higher and passed over this city at a considerable height and traveling at a high rate of speed. After it had passed, it is said that it again descended and for five minutes appeared perfectly stationary.

Then it was set in motion, darting back and forth, up and down, and after a short interval continued on its journey and disappeared gradually in the northwest. It was about half an hour from the time it was first seen until it disappeared.

1897 April 7 (Wed) Marshalltown, Ia., Eve. Times-Republican, p. 3 (ed.)

A STRANGE SIGHT. / Many Persons Profess to Have Seen the Mysterious Air Ship at Omaha. / Some Prominent Business Men Vouch for the Truth of Their Statements. / The Singular Phenomenon Was Seen at Vinton, Iowa, and in Illinois. /

Omaha, Neb., April 7.--Several hundred Omaha people insist that they saw an airship Monday night. The whole town is talking about it today and the local press is devoting much space to the matter. Several crowds witnessed it. Fifty members of the Knights of Ak-Tar-Ben were treated to a sight of the airship, it being observed twice

and each time for a space of from five to eight minutes. It is believed while the initiation was in progress, the attention of a few members was attracted by a bright light flashing past the west window of the den. They immediately sprang to the window and saw a luminary appearing at least eighteen inches in diameter, the reflection from which passed along what appeared to be a steel body, the length of which could only be estimated at from twelve to thirty feet.

The object was at an altitude of about three-quarters of a mile and a little over a mile west of the den. The course of the ship was watched for some five or six minutes. Its course was due south until it reached, as near as could be judged, about the southern limits of South Omaha, the distance from the den being covered in about three minutes. It then described a semi-circle to the east, following that direction for about a mile, when it turned to the north against the northeast wind, and travelled in that direction about a half a mile. It then turned east after some vacillation and was lost behind a bank of clouds.

The Knights returned to the den and after the initiation, while waiting for the cars, the ship was again seen far to the southwest, but beating rapidly up against the wind to the north, and passed out of sight to the north.

Among the various people who saw it and permitted the use of their names as witnesses were these businessmen: O.D. Ainsinger, W.T. Hawk, H.K. Burket, A. Kospe, Jr., Gould Deitz, L.P. Funkhouser and Arthur Guitous. The airship was seen by W.H. Neville, a conductor on the Harney street line, who stopped his car and called the dozen passengers on the car out to see it. /

AIRSHIP SEEN AT NASHVILLE. / Mysterious object Passes Over the Town Showing a Large Red Light.

Nashville, Ill., April 7.--What appeared to be a balloon but what most people who saw it think it was the mysterious airship of Kansas and Nebraska passed over this city about 8 o'clock last evening. It appeared in the northwest, showing a large red light, and as it approached the city a dark outline was faintly discernible. The object traveled toward the northwest while the wind was from the southeast. / The Vintonites See It.

Vinton, April 7.--The mysterious airship which has been attracting such widespread attention over the state of Kansas was seen here Saturday night by one of our prominent physicians and a several other all reputable people whose honesty is unimpeachable. It first appeared rather low down and in the northwest about 9 o'clock and could be plainly observed to travel in a swaying manner like a bird flying against a wind, darting to and fro, up and down, and was plainly visible for nearly half an hour, continuing to travel in a northwesterly direction until invisible.

1897 April 7 (Wed. eve) Waterloo, Ia., D. Courier, p. 1.

MYSTERIOUS AIR SHIP / Headed Toward Waterloo--Seen at Various Places. /

ALBIA, Iowa, April 7.--The mysterious airship seen so often in Kansas passed over this city about 10 o'clock Saturday night. (It) came from the west and then passed toward the north, moving in an erratic manner. It appeared as a brilliant reddish light, and was seen by many reliable people. /

Going South.

VINTON, Iowa, April 7, (Wed. eve) Waterloo, Ia., D. Courier, p. 1. / 1897 April 8 (Th) Waterloo, Ia., Daily Courier, p.

THE AIR SHIP. / It Was Seen Flying Over Waterloo this Morning. /

The mysterious has arrived at Waterloo. It passed over the city at 1 o'clock this morning. It was going in a southerly direction, coming here from Cedar Falls, where it is understood an application for a right-of-way franchise was dropped on the city hall and it is understood is now in the hands of the mayor.

Those who saw the mysterious traveller of the air say that it is a dark object about the size of a "Col. Rafferty" cigar, lighted at both ends. In the rear it carried a red light and in front a green lamp cast a weird shadow in the path it was taking.

The story is vouched for by Jack Casebeer and Will Ewald. They both say it. / 1897 April 9 (Fri morn) Burlington, Ia., Hawk-Eye, p. 1. (cont.)

SAW THE AIR SHIP. / Many Iovans Sure the Mysterious Craft Is a Fact. / IT HAS A HUGE HEADLIGHT / And Wing-Like Projections on Either Side--Seen Between West Liberty and Cedar Rapids. /

West Liberty, Ia., April 8.--The mysterious airship which has appeared night after night at various points in Iowa and Nebraska recently was seen to-night by hundreds of reputable citizens all along the line of the Burlington, Cedar Rapids and Northern railroad, between here and Cedar Rapids. Reports from these points show that nearly every operator and station agent along the line saw the strange craft and they all tell about the same story. It was first seen about half-past seven in the evening and the operator doubting his senses asked the man at the next station if he could see a strange object in the sky between the two towns. The other operator replied that he had been watching the thing. The ship moved off and other operators in the direction of the flight were warned of its approach and thus town after town was prepared to gaze at it when it came in sight.

It is described by reputable citizens who saw it as having a large reflecting headlight probably two feet in diameter which shed strong rays like that of a locomotive headlight, and to some extent prevented a good view of the body of the apparatus by its glare. However the glistening body of the ship could be discerned and the dim wing-like projections on either side, as described by previous observers. The strange aerial craft moved swiftly through the air, making a slight hissing sound.

At times it seemed to be within a thousand feet of the earth and at times seemed to plunge in its flight as though its occupants were taking observations of the earth below.

No sound save the low hissing noise, which was only apparent when the machine was in swift motion, came [to] the wondering observers and if there were people in the craft their conversation was carried on in low tones or else the distance was too high above the earth for the sound to carry.

The strange object was in view generally from twenty minutes to half an hour and usually disappeared in a westerly direction. At least a hundred trustworthy people declare they saw the airship, but none of them are willing to swear they were not dreaming, so strange and unreal does its appearance seem to them.

Seen at Solon, Iowa.

Solon, Ia., April 6.--(Special.)--The airship was seen north of here about 8:30 to-night. It seemed to take a westward course and was visible for about forty-five minutes, then gradually disappeared to the west. It was viewed by a number of Solon's most prominent business men whose integrity cannot be doubted.

Seen at Vinton Wednesday.

Belle Plaine, Ia., April 7.--The air ship that has been mystifying western people has been observed in this county. One of the most reputable physicians of Vinton says that all the members of his family observed the mysterious aerial machine and distinctly heard it swishing through the air. The air ship first appeared low down in the southwest about 9 o'clock and could plainly be observed to travel in a swaying manner, like a bird flying against a wind, and darting to and fro, would rise up quickly and lower itself with a gentle, easy motion and seemed under perfect control of the navigator. It was going in a northeasterly direction.

1897 April 9 (Fri) Eve Times-Republican (Marshalltown, Ia), p.3 (cd 1)

AIR SHIP AGAIN. / The Mysterious "Thing" Continues to Hover Over Iowa--Seen at Storm Lake. / Judge Lot Thomas and Wife Saw the Wonder--Several Others Saw It. / One Man Heard the Machinery Working and Another Caught It Roosting. / Special to the Times-Republican.

Storm Lake, April 9.--The Times-Republican of the 7th has a statement from Vinton stating the airship was seen there last Saturday night about 9 o'clock in the evening going northwest. It was seen by several of our prominent citizens about 10 o'clock the same night. Among those who saw it was Judge Lot Thomas and wife, George Steig, who is the proprietor of one of our meat markets, and lives just east of town and was on his way home says he could hear machinery working, and thought he could distinguish voices. It had a light, as seen by others. / CAUGHT IT ROOSTING. / Woodbury County Farmer Describes the Airship. Sioux City, April 9.--Lots of people claim to have seen the airship. It has always been on the wing, however, and the details of its form could be but imperfectly outlined. Dick Butler says he caught it "roosting." His neighbors do not very generally believe his account, but Butler treats all slurs on his veracity with scorn.

Dick Butler is the owner of a farm in Wolf Creek township, this county. A considerable part of his income he derives from the sale in Sioux City of his dairy products. For the delivery of these goods it is his custom to visit town every Saturday morning and return here at night. The drive is a long one and frequently it is late before he reaches his destination. On the last trip it was 12:15 a.m. when he turned off the section line road into the driveway leading to his door ~~xxx~~ yard. His house is not directly on the main highway, but is separated from it by a big cornfield, through which leads the road into which Butler turned.

He was perhaps half way between the public road and his own barn when he was surprised to see a light on his right hand side about a dozen rods distant in the cornfield. He knew there was no house except his own in the vicinity, and the light puzzled him. Besides, it had a glow more like that of an electric lamp than the kerosene burners usually employed by the residents of the Wolf Creek district. Butler strained his eyes, and, coming just then to an open place between last year's cornstalks, was petrified to see a dark bulk, through the windows of which the light shone. He describes it as a long, narrow car, resembling a corset box in shape, but perhaps thirty or thirty-five feet in length and six or seven in width and height. Over this car floated a cigar-shaped bag, horizontally placed, of about the same length as the car, and eight or ten feet thick at its greater diameter.

Whether there were sails or steering apparatus Butler can not say, for at this moment his horses caught sight of the same thing as they master and bolted precipitately for the opposite side of the road and tumbled wagon and driver into the ditch. By the time Butler had crawled from the wreck and regained his feet the machine was moving briskly in a southerly direction, and at the same time descending at an angle of about forty-five degrees. Butler watched it out of sight, and then continued on his way on foot.

Of course his neighbors claim he had been drinking before he left town, or perhaps on the road; that he let his horses get beyond control and capsized his wagon, and that he "faked" the airship story to account to his wife for the accident. Butler sticks manfully to his version, and maintains that "jagged" or not his experience was a strange one.

Seen at Cedar Rapids.

Cedar Rapids, April 9.--The mysterious airship which has been seen by residents of Kansas, Nebraska and Iowa floating about the heavens was seen here last night. It was first noticed about 9 o'clock, when it was seen in the northwest heavens at an angle of about forty-five degrees. It was moving north rapidly and by 10 o'clock had faded from

view. At 10:30 o'clock a dispatch from Northwood, in the extreme northwest part of the state, said the mysterious visitor was due west of there. No one has been able to explain its meaning. Here it looked like an immense star, only about twice as large. With the naked eye it was easy to discern. It was swaying from side to side.

Burlington, April 9.--Specials from various points along the Burlington, Cedar Rapids & Northern railway give reports of the mysterious airship which has been making its appearance throughout Iowa. The strange aerial craft was seen last night by every operator and station agent along the line between West Liberty and Cedar Rapids, and they all report the same conditions. A blinding headlight which reveals in some cases the smooth steel hull, dark wing-like extensions on each side, and a dull, hissing sound as the object slides through the air. The section of Iowa where the ship has been seen is fairly crazy with excitement. People through the streets of all the towns and villages in hopes of catching a glimpse of it, and the telegraph wires are hot with messages about it.

1897 April 10 (Sat. morn) Burlington, Ia., Hawk-Eye, p. 1. (card 1)

THE AIR SHIP AGAIN / Seen by People at Mt. Pleasant and Fairfield. / WATCHED WITH NIGHT GLASS. / J.W. Martin and Stanley Du Bois Both View the Mysterious Aerial Craft--Seen at Other Points. /

Mt. Pleasant, Ia., April 9.--(Special.)--Several people in this city claim to have seen the famous air-ship last evening as it floated along calmly and serenely on its way to fame and, perhaps, fortune. W.J. Martin was going home last night about 9 o'clock when, at the corner of Jefferson and Henry street, he saw a bright light in the northwest about midway between the zenith and horizon. The light was a brilliant white as it appeared to him, about like the incandescent street lights, only perhaps larger and more than 800 candle power. It swayed around somewhat from side to side, and the general bearing of it for a time was a little to the southwest. He called the attention of several others to the sight, and together they walked down Henry street to the bridge north of the gas works, when it was lost sight of for a time. Mr. Martin went on up the hill and saw the light fast disappearing in the west. It was apparently going directly west, for it did not appear to be moving, only as it grew dimmer and finally went from sight. Once while he was watching it, it changed in color from the bright white to a red, but soon changed back again. On account of the distance away, it was impossible to see whether or not there was any hull or ship to the light, or hear whether it was making any noise or not. Pearl Martin also saw the light from the Presbyterian church corner about the same time, and his statement is about the same as the above. W.J. Martin says he is willing to make an affidavit to the statement and that he has no explanation to make of the peculiar sight. Seen at Fairfield.

Fairfield, Ia., April 9.--(Special.)--The mysterious airship which has been before the public of late passed over this city last evening a few minutes before 9 o'clock, and fully one hundred reputable citizens had the pleasure of witnessing the strange wonder of the nineteenth century. It was first noticed coming from a southeasterly direction, and had passed over the center portion of the city before it was noticed. It was fully twenty minutes before it disappeared in the western horizon. It carried a very large headlight, which, at the distance, seemed to be about the size of a man's hat, and moved along with a vacillating motion. Stanley Dubois, who saw the mysterious wonder, went to his home and secured a good night glass, through which he discovered two smaller lights which were of a yellowish green, but the object was too far away to discern the outlines, except that it was a long, dark object. When our citizens who were upon the street at the time of the appearance of this airship passed the word around, it caused considerable excitement, and many availed themselves of the opportunity of seeing the sight. According to reports received, this makes the third appearance of this mysterious airship this week, but as only a few people saw this wonder on former occasions, they were not credited as stating the truth, but the sight of last night is duly credited and will not be forgotten soon by those who saw it. There will be quite a number who have not as yet seen it that will spend a few hours each evening from now on until they do see it, before pronouncing it a fake.

Ottumwa People Claim to Have Seen It.

Ottumwa, Ia., April 9.--Last night a dozen different persons claim to have seen the same air ship in Ottumwa. Most of them claim to have seen it at 9:30, going directly in a westerly direction, but very high up. Ten young fellows stood on McLean street, near the Rock Island track, and watched it.

The morning Chicago papers' special dispatches from Cedar Rapids state that it was seen there about 9 o'clock. Other dispatches state that it was seen at various points and the only way these dispatches could be true would be in case there was one airship that could skip around at the rate of some 150 or 200 miles an hour, or else a whole bevy of air ships are disporting themselves in the atmosphere each night. The plot thickens, and this air-ship business is getting interesting.

Viewed at Cedar Rapids.

Cedar Rapids, Ia., April 9.--The mysterious air-ship, or whatever it may be, which has been floating around in the heavens for the past two or three weeks and which has been seen by hundreds of people in Kansas, Nebraska and Iowa, took a run across Iowa Thursday night. It was visible from this city for more than an hour and was seen by more than a score of people with more than usual interest.

It was shortly after 8 o'clock that the R. O. R. operator at Vinton flashed the startling news over the wires into the dispatcher's office in this city that the air ship was to be seen in the northwestern heavens. A reporter was notified of this fact and in company with

When first seen the mysterious object was at an angle of 35 or 40 degrees from the horizon and seemed to be about twice the size of the largest and brightest star. In fact it did not look different from an immense star. With the naked eye it could easily be seen that the mysterious stranger was swaying from side to side and that it was rapidly traveling in a northerly direction. It sank lower and lower and at 10 o'clock had disappeared behind the horizon.

The mysterious visitor was followed at the dispatcher's offices even after it had disappeared from view. Night operators along the line were notified to be on the lookout for it. At 10:30 o'clock a wire from the operator at Northwood said that the air ship was then directly west of that city and apparently was traveling in a northwesterly direction.

What this mysterious object is must remain a matter of conjecture. It was first seen by people in Kansas about two weeks ago. Since then it has been seen from a number of different places. There has been considerable in the newspapers in regard to it. But a large number of people have regarded the stories as mere fakes, so improbable did it all seem. There are scores of people in Cedar Rapids and many more all along the line of the B., C. & N. north of here who saw the object Thursday night who are willing to take their oath that it is a reality. At 1:15 o'clock Friday morning further reports had been received at the dispatcher's office regarding the mysterious air ship. It was followed as far as Waseca, Minn., over B., C. & N. and M. & St. L. wires, where it was lost on account of clouds. At 1 o'clock it was visible at Madison, S.D., which is on the Milwaukee road. At that time the strange object was traveling west.

Whether this is really an air ship, which some genius has constructed in some out of the way place, stored with provisions for a long voyage and then suspending from it an immense beacon light and started out to amaze the people and keep them in a state of excitement; whether it is some heavenly body floating recklessly around in space or whether it is a visitor on its way from some of the other planets to the earth can only be surmised. It's something, that is certain.

Many stories have been told regarding this mysterious floater. One is to the effect that from one place the form of the air ship could be easily seen. From another place comes the story that the air ship was so close that snorts and laughter of the occupants could be heard. But from here it simply appeared like an immense star, moving through the heavens.

Clearly Observed at Vinton.

Vinton, Ia., April 9.—(Special).—The mysterious airship that was seen by several of our prominent people last Thursday night made its appearance again last night, and was seen by hundreds from various points of view in our city. In fact, the walks were almost lined with people who watched the mysterious movements of this strange visitor, or whatever it is, for half an hour. It was first observed in a southwesterly direction, and was observed to be traveling last night, ~~as before~~ as before, to the northwest, appearing as a very brilliant reddish light at times, and again much the same as a brilliant arc-light. It appeared both evenings at an angle of about 40 degrees altitude, and was estimated to be perhaps eight to ten miles away, traveling to and fro, and varying in altitude from 20 to 40 degrees, being all the time clearly visible to the naked eye. Just what this strange object is remains to all here a wonderful mystery and conjecture. It seems to be the general opinion of those who witnessed the strange phenomenon that it is really an airship which some inventive genius has constructed, and in which he is traversing the globe. Again there are some who are inclined to be superstitious and who think it some heavenly body or visitation from on high floating recklessly around in space, or visitors traveling from one planet to another. To those who had regarded the stories of this mysterious object as fakes above all the gloom and doubts of their mind dispelled by this second appearance last night.

1917 April 10 (Sat.) Burlington Hawk-Eye, p. 2.

NEARBY RUMOR AND Gossip.

The Gossiper fears the air-ship is a great fake. It has been seen in various Iowa towns by "reputable and trustworthy citizens" who are willing to swear to its genuineness, but who for some strange reason fail to give their names or do any swearing on the subject. The reports of the presence of the mysterious craft serve, however, as a diversion to the mud-bound people of Iowa, and they are all thinking how convenient it would be in this present condition of fathomless roads to have a machine that would carry them and their produce to town without getting stuck in the mud, running off the track or being blocked by a landslide.

A great deal of speculation has been indulged in on the subject of the mysterious aerial vessel, and already the Gossiper has received several suggestions regarding it. One correspondent from Dallas City, Illinois, suggests that the thing might be lassoed by firing a line attached to a bomb from a mortar, as the wreckers do their life lines, and haul the craft to terra firma. What he would do with it after he had captured the strange bird he does not say. Another correspondent is puzzled to know where the thing stays during the day time. He is quite sure it could not light in any portion of Iowa without someone seeing it and at once reporting the discovery, and he is loath to believe that it retires every night to its original den ever in California, where it was first seen. He is very anxious to know about this, and any information as to the daytime loafing place of the air-ship will be gratefully received.

HAVE YOU SEEN IT YET? / Mysterious Airship Passes Over the Eastern Section of Iowa. / Large Number of People Say They Saw It Whose Veracity is Unquestioned. / No Doubt in Most Minds That It is a Veritable Airship, Though Some Are Inclined to Scoff. / Its Movements and Shape Accurately Described by Those Who Witnessed Its Flight. / Moves at a Rapid Rate, Outstripping the Fastest Railway Train—Seen in Minnesota and Dakota—Interesting Accounts. / MANY SAW MYSTERIOUS AIRSHIP. / Multitude of Testimony Ought to Be Conclusive Evidence.

Cedar Rapids, April 9.—Special: There is the greatest excitement here over the appearance on Thursday night of what has been termed the air ship, which was first seen in Kansas some two or three weeks ago. The people here have heretofore regarded the many stories published in regard to the mysterious object as fakes of the first water. But now all doubts which have existed have been swept away. Hundreds of people know for a certainty that some mysterious object is sweeping through the heavens, but whether it is an air ship, carrying an immense beacon, or what it is, they do not know.

It was first discovered at Vinton about 8 o'clock in the evening. The Burlington, Cedar Rapids & Northern operator at that place notified the dispatcher at the general offices in this city, and more than a score of people here watched the mysterious object until it sank behind the horizon. When first seen here it was in the north-west heavens at an angle of about 40 degrees. It was soon noticeable that it was moving in a northerly direction and evidently at a rapid rate. It was like an immense star, only it was twice as large as the largest and brightest star in the firmament. With the naked eye it could be seen without trouble that it was swaying out of its direct course, first a little to the right and then a little to the left. For the larger part of the time it gave a clear white light like a star; but at times the color would change and it would become a bright red. At 10 o'clock it had sunk behind the horizon.

Operators along the line of the Burlington Cedar Rapids & Northern and other railways were notified, and track was kept of the mysterious airship until along after midnight. At 10:30 o'clock, after it had disappeared from view in this city, it was visible at Northwood, a town in the northern tier of Iowa counties, near the Minnesota state line. At that time it was directly west, it evidently having changed its course a slightly after leaving here. At Waseca it was seen about midnight, and at that time was traveling west. Further communication along the Minneapolis & St. Louis road was then abandoned, as the sky north of there was overcast with clouds. The dispatchers at the general offices of the Burlington, Cedar Rapids & Northern did not give up the chase, however, and at 1 o'clock were rewarded by having it reported from Madison, S.D., and the air ship, or whatever it may be, had changed its course from almost due north, when it was seen here, to directly westward.

No one here can offer any explanation whatever. They know that some mysterious object is floating through the heavens in a rather reckless, haphazard manner, quite out of the ordinary, but further than this it is all conjecture. There is positively no fake about it, but a reality, a fact which can be attested to by hundreds.

ALL ALONG THE LINE.

Davenport Republican, April 9: "What is it?" "Where was it seen?" "Who saw it?" And a hundred other questions about the mysterious thing seen, or claimed to have been seen in the heavens, were asked among those who were around Iowa last night after 10 o'clock. It was all about this unknown something which has filled newspapers at widely scattered points in at least two states during the past two months. "It" was first reported to have been seen in Nebraska, from whence it was described as a great airship or balloon, swinging through the heavens at night, always going through the air as though it had urgent business. Great search lights are said to have been thrown toward the earth with a piercing power that would rive men's souls. At first it was laughed at, then lost sight of, only to appear again. Next it came into the full view of some trainmen near Sioux City, but before anybody could put salt on its tail it was gone. The Tribune of that city swore through a column of fine type that it was a sure thing. Some people thought that the editor of that paper, being a government inspector of collector in the department of certain fiery liquids, had something to do with the story. Next it was reported at other places in the northern part of the state, then disappeared again. Like the ghost of Hamlet's father, it will not down, but keeps high up in the air where no one can get near it. It does not need the storm, like the "Flying Dutchman," of the Southern ocean, to bring the phantom of the night before the gaze of men. Last night, when all was still and calm, it suddenly appeared again. The first shiver that ran along the telegraph line and down the vertebra of the operator said it had just appeared at Rockford. The mysterious thing was described as a huge airship, lit up as with electricity, and traveling northward. It must have gone chugging through the air at a great rate, for the last heard of it was 200 miles from where first seen. It kept its great eye of fire on the rails of the B. & N. railway most of the time, being reported successively from Solon, Nichols, Cedar Rapids, West Branch and Tiffin. Some people at the latter place are reported badly scared. A man sitting in the waiting room at Grinnell will make oath that he saw it. It is reported to have hovered over Cedar Rapids for fully thirty minutes. It was also seen at Waterloo and Albert Lea, Minn., at which latter place it arrived on schedule time at 10:50. When it reached Waseca, Minn., about midnight, its curfew was heard to ring and shortly after the show was declared off for the night.

Fairfield, April 9.—The much talked of airship with its mysterious passenger, passed over this city last evening about 8:50, going in a northwesterly direction. The streets were well crowded with people at

the time, and the cry went up that an airship was passing over us, which brought out every merchant from his store, and fully 500 people witnessed this mysterious ship of the air. It appeared very close to the earth, but as the sky was not very clear, it prevented anyone from getting a good look at it. It carried a light which was thrown earthwards, and which appeared much larger than the moon and also brighter. It was a splendid evening for such an experiment, as the wind was very light.

West Liberty, April 9.—The mysterious airship which has appeared night after night at various points in Iowa and Nebraska was seen last night by hundreds of reputable citizens all along the line of the Burlington, Cedar Rapids & Northern railroad, between here and Cedar Rapids. Reports from these points show that nearly every operator and station agent along the line saw the strange craft, and they tell about the same story; it was first seen about 7:30 in the evening, and the operators, doubting his senses, asked the man at the next station if he could see a strange object in the sky between the two towns. The other operator replied that he had been watching the thing. The ship moved off, and other operators in the direction of the flight were warned of its approach, and thus town after town was prepared to gaze at it when it came in sight. It is described by reputable citizens who saw it as having a large reflecting headlight, probably two feet in diameter, which shed strong rays, like that of a locomotive headlight, and to some extent prevented a good view of the body of the apparatus by its glare. However, the glistening body of the ship could be discerned, and the dim wing-like projections on either side, as described by previous observers. The strange aerial craft moved swiftly through the air, making a slight hissing sound. At times it seemed to be within a thousand feet of the earth, and at times seemed to pause in flight, as though its occupants were taking observations of the earth below. No sound, save the low, hissing noise, which was only apparent when the machine was in swift motion, came to the wondering observers, and if there were people in the craft their conversation was carried on in low tones or else the distance was too high above the earth for the sounds to carry. The strange object was in view generally from twenty minutes to half an hour, and usually disappeared in a westerly direction. At least a hundred trustworthy people declare that they saw the airship, but none of them are willing to swear they were not dreaming, so strange and unreal does its appearance seem to them.

Solon, April 9.—Special: The airship appeared to the people of this locality last night. There are a large number of reputable citizens in this place who will vouch for it, it is the topic of conversation to-day, and everybody is on the outlook for a reappearance of the strange craft to-night.

Storm Lake, April 9.—The statement comes from Vinton that the mysterious airship was seen there last Saturday night about 9 o'clock in the evening, going northwest. It was seen by several of our prominent citizens about 10 o'clock the same night. Among those who saw it was Judge Lot Thomas and his wife. George Steig, who is the proprietor of one of our meat markets, and who lives just east of town, and was on his way home, says he could hear machinery working, and thought he could distinguish voices. It had a light, as seen by others.

Fairfield, April 9.—Special: Stanley Dubois, of this city, a reputable citizen, claims that he saw the airship last night about 9 o'clock. He ran to the house and procured a field glass, by means of which he distinguished two smaller lights of yellowish green on either side of the large light which first attracted his attention. The object swayed slightly from side to side, but not much of the body of the craft could be distinguished on account of the great distance from the ground. It disappeared slowly in the west.

Mt. Pleasant, April 9.—Special: The airship was seen by a number of citizens in this place last night about 9 o'clock. C.J. Martin says he is willing to make affidavit that about that time he saw a white light slowly moving through the air in a westerly direction. While he watched it the light turned to a dull red and then back to white again.

SEEN AGAIN LAST NIGHT.

Boone, April 9.—Special: The mysterious airship was seen by quite a number of reputable people here to-night, though not close enough to fully identify it with the descriptions heretofore published.

1897 April 10 (Sat) Iowa State Register, p. 5 (card 1)

THE AIRSHIP IN DES MOINES / Large Number of Des Moines Citizens Swear That They Saw the Ship Over This City. / Was Passing Toward the Northwest and Going With the Speed of a Whirlwind. / A Number of Legislators and Policemen Among Those Who Saw the Mysterious Light. /

Well, the air ship has struck Des Moines. At least there are a great many Des Moines citizens who will swear that they saw a mysterious light pass over the city on Friday night between the hours of 8 and 9 o'clock. About that time the telephone at The Register office was kept busy for a time answering calls from people who wanted to know "What is that mysterious light? Is it on the airship?" and all sorts of questions like that. Certain it is that something unusual transpired in the heavens Friday night for people would not telephone from all parts of the city at the same time and ask questions about something that has no existence. Whether it was an air ship or a paper balloon sent up by some joker it is certain that something unusual was afoot.

The first man to see the air ship or the mysterious light was Al Nichols, a veteran switchman, employed by the Rock Island, and a man to whom sobriety is second nature. He was coming toward Des Moines from home when his attention was attracted to a peculiar light in the heavens which seemed to be moving along at a rapid gait. It did not have the appearance of a star and the light was more like that of a huge lantern.

The next report of the phenomenon came in on a hot wire from the police station, when Sergeant Burns and Hayes called up The Register by telephone and excitedly claimed to have seen the air ship away off. All denied, some of them in a tone of pained indignation, having passed upon that cheer, and, with one acclaim, declared they were collectively and severally in a condition of beasty sobriety. "This is no fairy tale," exclaimed Sergeant Burns to a reporter who hurried to the station, where the officers were found standing in the police court room looking intently toward the Northwest at a light which seemed diminished to a speck on the remote horizon and a few minutes later wholly disappeared. "This is no fake," repeated Burns, his face the picture of sober earnestness. "We have been watching the light and a dark object that seemed to be above it for fifteen minutes. The light was much brighter than the most conspicuous star that blazes in the firmament. It appeared to raise and fall in gentle undulations as though sailing on rolling billows of the upper atmosphere. At times it would disappear only to reappear two or three seconds afterward. It also seemed to raise and fall, moving upward and gently descending as it sailed on in its trackless course on the ocean of the boundless atmosphere."

Detectives McNutt and Jones have been inclined to take the newspaper reports of the air ship in other places as a huge joke, but when they saw the mysterious light on Friday night their manner immediately changed. They even went up on the fourteenth floor of the Van Ginkel to watch the movement of the supposed air ship. From there they could get a better view of the affair, although it was then too far away to make out anything by the light. The light seemed to rise and fall gently and then for a few seconds to go out entirely as though the people on board the air ship were trying to attract the attention of everyone on the earth below them.

Dr. Howell, the veterinary surgeon; William Wells, the liverman; John Flannery, a city employe; Detective Jones, Detective Hardin, Detective McNutt, Al Nichols, of the Rock Island; Sergeant Burns and Sergeant Hayes, together with a number of representatives and senators who saw the light, are willing to testify as to the appearance in Des Moines of the airship and the whole affair is certainly very strange.

The chief train dispatcher of the Rock Island received telegrams from [Pella] and Monroe Friday evening that the air ship had been seen during the evening and as news was received from Boone that it had been seen there it is evident that this air ship or whatever it is, is crossing the state diagonally.

1897 April 10 (Sat) Marshalltown (Ia) Eve. Times-Republican, p. 3 (ed. 1)

AIRSHIP IN CHICAGO. / It Was Seen at Evanston and Pronounced Genuine.

Chicago, April 10.—"It" is here. "It" must be here because it was seen again last night at Evanston. This time it was seen by persons within the four mile limit. "It" is the airship which has been disturbing the inhabitants of western states for the last three weeks. The airship is supposed to have started from California. It is conjectured that it is on its way to Dwight, but that the strong wind of yesterday blew it out of its course. Several persons had seen the airship through strong cocktail glasses out west, but the fact that it was seen twice within the four mile limit of Evanston sets all such theories at rest forever.

Several persons in Chicago saw strange lights in the heavens about 9 o'clock. The lights traveled and it was at first thought they were shooting stars. Professor James Carter seized a glass and gazed at the celestial phenomenon. He declared it must be the airship.

Mount Carroll, April 10.—Hundreds of persons on the streets last night—persons whose honesty and truthfulness are beyond dispute—viewed the airship about 8:40 o'clock. It came from the northeast, and when opposite this city changed its course and went due west at a terrific speed. It was in sight at least ten minutes. It appeared oblong in shape and carried a great red light. In length it did not appear to be over eight or ten feet, and two or three feet high. So many people saw it there is no disputing the fact that something unusual appeared.

[Mount Carroll is 128 miles west of Chicago, and while the airship was passing over that town it was seen in this city from the direction of the Soldiers' Home.]

Egg-Shaped in Wisconsin.

Wausau, Wis., April 10.—The airship made its appearance in Wausau Thursday night about 10 o'clock and was viewed by at least 100 citizens. It came from the southeast, passing over the city going northwest. Lights could be seen attached to the ship, which appeared to be shaped like an egg.

Nebraska City, Neb., April 10.—At 9:30 o'clock Thursday night several persons observed the lights of the supposed airship approaching from the southeast, and after passing over the city it disappeared, going due northwest when last seen.

From the above it will be observed that the airship made its way from Nebraska City, Neb., to Wausau, Wis., in thirty minutes, and so far as indicated it showed no signs of distress. It was not even breathing hard.

SAW THE AIRSHIP. / Last Night It Was Headed for Des Moines.

Pella, April 10.—The airship passed through this city at about 10:30 o'clock last night, headed in the direction of Des Moines. It was observed by a number of people, including the Western Union operator, who distinctly located its line of flight. The descriptions given by those who saw the aerial monster agree with previously published accounts. Against the blackness of the sky its outline could be dimly made out, although it was sailing far above the earth. Unusual excitement was created by the strange visitation, and some of the more superstitious are inclined to view it with horror as something more than natural.

Arrives at Des Moines.

Des Moines, April 10.--The airship struck Des Moines between the hours of 8 and 9 o'clock last evening about the same time it was seen in Chicago, Evanston, etc. Dr. Howell, the veterinary surgeon; William Wells, the liveryman; John Flannery, a city employe; Detective Jones, Detective Hardin, Detective McNutt, Al Nichols, of the Rock Island; Sergeant Burns and Sergeant Hayes, together with a number of representatives and senators who saw the light, are willing to testify as to the appearance in Des Moines of the airship and the whole affair is certainly very strange.

The chief train dispatcher of the Rock Island received telegrams from Pella and Monroe Friday evening that the airship had been seen during the evening and as news was received from Boone that it had been seen there it is evident that this airship or whatever it is is crossing the state diagonally.

The Airship at Britt./Spec'd to the Times-Rep
Britt, April 10.--Our people are discussing the airship this morning. It passed here last night, coming from the southwest about 9 o'clock and disappeared in a northwesterly direction about two hours later. It traveled in an undulating course, sometimes slow and sometimes as fast as a railroad train, and changed its course as if guided by a rudder. Several hundred people saw it. When first seen it was about the size of an electric arc light, and when it disappeared, probably twenty-five miles distant, it was about the size of a wax taper.

1897 April 10 (Sat) Eve. Times-Republican (Marshalltown, Ia), p. 1 (cd. 1)

DID YOU SEE IT? / That "Airship" Seen by Numerous People in Marshalltown Friday Night. / Also Seen Thursday Night--Probability That It Is a Planet Making Regular Trips.

That bright moving light that has been seen bobbing around over the states of Kansas, Nebraska and Iowa for the past two weeks, called an airship by many, was seen in Marshalltown last night. A large number of well known and reliable citizens viewed the stranger and opinion is divided as to what it is, although the general belief is that it is one of the planets on its regular trips.

The mysterious visitor, if it may be called such, was first seen shortly before 8 o'clock. It attracted the attention of some one, who telephoned up town and a large crowd congregated along North Center street, as it could be seen from there best, other views being shut off by buildings. Officer Jones, George Sieg and scores of others who happened to be up town saw it. A bright light was seen a little north of west. It was of a much deeper red than an ordinary star, and the crowd watched it until it had disappeared in the northwest behind the buildings and trees. Mr. Sieg says the object looked to him very much like one of the planets. Officer Jones viewed it through different eyes, and says it was too red for a star. Varying views were expressed. One man drew heavily on his imagination and was heard to say: "See it sway!"

The belief that the so-called mysterious object is a planet is strengthened by the fact that the same thing was seen here on Thursday night. Mr. A.S. Richards, foreman of the Times-Republican composing room, was on his way home about 9 p.m. Mr. Richards lives in the western part of the city and was going towards home on Main street. Through the tree tops he saw a bright light, which attracted his attention for some time. When he emerged from under the trees that lined the street he looked again to get a better view, but the object had disappeared from view--probably behind the clouds that were gathering. Mr. Richards thought nothing more of the matter until late Friday, when he read the telegraphic accounts coming to the Times-Republican, and from the reports sent from other places he knew that he had seen the same thing.

He was on the lookout again last night, and saw the same object. About 8 o'clock he saw what appeared to be a bright star--much brighter than the rest--in the northwest. He watched it for an hour, the view from his place being unobscured by either trees or buildings. The object seemed to be moving slowly to the northwest, and about 9 o'clock disappeared beyond the horizon. The lover it went towards the horizon the deeper was the red assumed, the appearance being the same as that of the sun when it sets on a hazy evening. He thinks the object is undoubtedly a planet and that its deep red is caused by the same atmospheric conditions that make the sun appear like a ball of fire on a hazy evening.

Many stories have been told regarding this mysterious floater. One is to the effect that from one place the form of an airship could be easily seen; from another place comes the story that the airship was so close that shouts and laughter of the occupants could be heard. But from here it simply appeared like an immense star, moving through the heavens, and this is probably what it really is.

Among those who saw it Friday night were K.C. Cooley and Charles Drum and family, who watched it until it had disappeared from view behind the trees and buildings.

It is very probable, if the sky is clear, that the same airship--one of nature's own--can be seen tonight shortly after 7 o'clock.

On the other hand some of the citizens who are more or less familiar with astronomy do not believe the object is a planet for the reason that it seems to move too fast. Uncle David Farrett, who knows as much about the movement of the planets as any one in Marshalltown, says it can not be Venus, because that planet is not so bright. He thinks perhaps some one is sending up a balloon, and that it is possible that the machinery is out of order and the valve can not be opened to let the gas escape and allow the balloon to settle.

Some hold to the belief that the bright light is from a balloon that some one is sending up for advertising purposes. The question

arises, if it is a balloon, how does it happen that it is seen in various parts of the state almost at the same time? Again, why does it seem to be traveling to the northwest all of the time?

1897 April 10 (Sat) eve. Waterloo Daily Courier, P. 1 (cd. 1)

WAS IT THE AIR SHIP? / COMOTION ON B.C.R. & N. / Story of a Veracious Traveling Man. Is it a Fake or Is it a Reality? /

C.H. Schroder, traveling salesman for the Murray Iron Works, at Burlington, says he never saw so much comotion on a train as was caused by the appearance of the supposed airship while on his way to this city. When seen this morning Mr. Schroder said that he did not take any stock in airships, but the sight was surely a mysterious one. "Soon after leaving Burlington," said Mr. Schroder, "a couple of fellows boarded the train and said they had seen the much-talked-of airship. The announcement rapidly spread and there was a scramble for good view-points. The excitement grew intense when the passengers saw a large red light in the sky towards the west. It seemed to have a sort of quivering motion. I could see nothing but a bright light."

Mr. Schroder went on further to say that in his opinion the light was nothing more or less than the evening star, Venus, which is so plainly visible in the west at this time. But there are hundreds of people along the line of the B.C.R.&N. who claim to have seen the mysterious aerial navigator. The Cedar Rapids Republican says it was visible from that city for more than an hour one evening last week, and was seen by more than a score of people with more than usual interest. It was shortly after 8 o'clock that the B.C.R.&N. operator at Vinton flashed the startling news over the wires into the dispatcher's office in Cedar Rapids, that the air ship was to be seen in the northwestern heavens. A reporter for the Republican was notified of this fact and in company with several gentlemen went to the dispatcher's offices where several others were already gazing into the northwest.

When first seen the mysterious object was at an angle of 35 or 40 degrees from the horizon and seemed to be about twice the size of the largest and brightest star. In fact it did not look different from an immense star. With the naked eye it could be easily seen that the mysterious stranger was swaying from side to side and that it was rapidly traveling in a northerly direction. It sank lower and lower and at 10 o'clock had disappeared behind the horizon.

The mysterious visitor was followed at the dispatcher's offices even after it had disappeared from view. Night operators along the line were notified to be on the lookout for it. At 10:30 o'clock a wire from the operator at Northwood said that the air ship was seen directly west of that city and apparently was traveling in a northwesterly direction.

What this mysterious object is must remain a matter of conjecture. It was first seen by people in Kansas about two weeks ago. Since then it has been seen from a number of different places. There has been considerable in the newspapers in regard to it. But a large number of people have regarded the stories as ~~were~~ fakes, so improbable did it all seem. There are scores of people in Cedar Rapids and many more all along the line of the B.C.R.&N. north of there who saw the object Thursday night who are willing to take their oath that it is a reality.

At 1:15 o'clock Friday morning further reports had been received regarding the mysterious air ship.

It was followed as far as Waseca, Minn., over B.C.R.&N. and M. & St. L. wires, where it was lost on account of clouds.

Whether this is really an air ship, which some genius has constructed in some out of the way place, stored it with provisions for a long voyage and then suspending from it an immense beacon light and started out to amaze the people and keep them in a state of excitement; whether it is some heavenly body floating recklessly around in space or whether it is a visitor on its way from some of the other planets to the earth, can only be surmised. It's something, that is certain.

Many stories have been told regarding this mysterious floater. One is to the effect that from one place the form of the airship could easily be seen; from another place comes the story that the airship was so close that shouts and laughter could be heard.

Seen at Evanston.

Today's Chicago papers tell of the appearance of the air ship at Evanston, Ill., as follows:

"The airship caused considerable excitement among a party of nearly 200 residents, who assembled on Davis street, Evanston, to watch its movements through a powerful field glass. It was first observed by Robert Loven of No. 1926 Sherran avenue, who is employed in the jewelry store of L. Frikson at No. 552 Davis street. The jeweler was standing in the store door when his attention was attracted by a moving light in the heavens. The light appeared to be over the lake, but a short way out, and was moving in a westerly direction. The object was at first mistaken for a falling star, but as it traveled across the heavens and held an even course Loven became curious and secured a strong field glass from the store through which to watch it.

At first the light was hidden by the clouds, but when it emerged into the clear sky Loven was able to discern four lights, located but a short distance apart and moving in unison. The first was a bright, ~~white~~ white light and appeared to have the swing of a search light, throwing its rays first to one side and then the other. Directly back of it was a smaller green light and further to the rear were a white and green light set closely together. Loven was unable to believe the existence of the colors and thought that they were due to an illusion. He called several passers-by to look at the lights through the glass and all pronounced them of the colors green and white.

JOE SAW IT. / J.K. Joder Gets Within Talking Distance of the Air Ship Sailors. /

... side bluff, was going here about 1 o'clock this morning and when near the corner of Washington and West Fourth streets was filled with wonder and awe on beholding what seemed to be a monstrous bat gliding through the air, and coming toward him from the east.

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

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

See April 21 (last) Burlington, Ia., Hawk-Eye, p. 1. (para 1)

THE AIR-SHIP. / Burlington People Have Imaginations as Vivid as Others / A Balloon Went Up Last Night Produces All the Details Noted Elsewhere--Imagination Does It. /

Day after day reports have been received from points in California, Kansas, Nebraska, Iowa, Wisconsin and Illinois, concerning a mysterious light which has appeared, traversed the heavens and disappeared in a most puzzling manner. Someone suggested that it might be an airship and that the inventor was making his tests at night. Forthwith came reports of people seeing signals flashed back and forth across the heavens and some went so far as to distinguish voices, music, laughter and singing. Paddles, rotary screws and wings were being seen by so many and the descriptions given by them were so complete that the metropolitan papers began to publish drawings purporting to be accurate in all the essential details. Of course The Hawk-Eye, like all the other leading papers, has given a great deal of space to the dispatches and reproduced learned editorials on the subject. Yesterday, however, The Hawk-Eye decided to make a test and see if it were not possible to produce results identical with those following or attending the appearance of the alleged airship.

Three hot-air balloons, made of red, white and blue paper, were purchased of Reynolds & Rollason, at the enormous expense of 25 cents each. Three balloons were secured so that if one should take fire while heating the air, the reserve supply of the men who were to launch the "air ship" might be drawn upon.

The wind was blowing from the northeast when at exactly 8 o'clock two members of the Hawk-Eye force took the package of balloons and started north along the B. & C.R. M. R.R. tracks and proceeded till they reached the basket factory. It was the intention to send up the balloon from the long stairs on the North Hill bluff so that the wind would carry it directly above the crowded streets.

A young man and his girl were sitting on the steps holding on to each other as if each was afraid the other would fall off, so a change of plan was made, as it was desired that the experiment be known only to the few actually engaged in it. Just north of the basket factory was another flight of stairs and at the foot of the stairs on the road the package was untied. The first balloon unrolled was over 20 feet in circumference and six feet in height. It closely resembled in shape the inverted bulb of an incandescent light. The balloon had three stripes running vertically, one of red, one of white and one of blue. These stripes or sections were six feet in width at the widest part and extended from top to bottom. The opening at the bottom was distended by a wire about a foot in circumference and running across was another wire in the middle of which was a bunch of some inflammable composition. While one held the sides of the balloon outward from the base, the other Hawk-Eye representative lighted the fuse and in an instant the composition was burning fiercely. As the air became heated it rushed upward and in about a minute the sides were bulging and nearly every wrinkle was cut of the paper. Another minute passed and the now bulky but flimsy balloon began to sway and appeared anxious to ascend. At 8:20 it was released and shot upward with great rapidity. As soon as it had reached the top of the bluff the strong northeasterly wind caught it and sent it in a southwesterly direction at a rate of perhaps twenty miles an hour. The Hawk-Eye representatives ran up the steps, but when they reached the street the balloon was at such a height and had passed so far southward that its appearance was that of a red ball. The unsteady currents of air caused it to sway gently from side to side and partially turn it. Sometimes the light shining through the red paper gave it a red appearance. Then the blue or white side would appear and the color would of course, change.

Hurrying down Fourth street the reporters followed as fast as their wearied limbs would allow. All the way down the street crowds of people could be seen on door steps and street corners, gazing eagerly as the fast disappearing light.

"It had a reflector as big as a bushel basket," said a woman in a group on a door step. "Say, kids, I'm going ter stay here all night and see the airship when it comes back," said a boy in a crowd on the North Hill park. "It was as big as a house," said another party near the site of the new library building.

On Jefferson street the excitement was intense. Everybody was discussing it. Some claimed it had a red light, some that it had a green light and some that it had two lights. The whirling motion caused by air currents had evidently caused the various sides and colors to appear and disappear. Where two lights were seen it was evident that the

white side had been turned toward the spectator and a part of the blue and a part of the red would be visible on opposite sides of the white light.

About the time the balloon reached a point above Division street it ~~took~~ took a more westerly direction. Its height had gradually increased until it was about seven hundred feet above the city, although excited spectators variously estimated its height at from 2,000 to 3,000 feet. The vest bound extra which takes the through freight from here to points between Mt. Pleasant to Ottumwa, had just pulled out. Shields was conductor and from Mt. Pleasant to Rome he claims to have raced with it. /

At the corner of Third and Washington streets a great crowd gathered to see the supposed wonder. The report was brought there that people in Hibernia had been watching the "airship" since the hour of half-past six, or nearly two hours before the balloon went up. Possibly the Hibernia brand is of a character that leads its participants to see what is going to happen. /

Deckmann's barber shop under the Merchants' National Bank was full of customers when the aerial was visitor was announced and in an instant the shop was emptied of both barbers and customers; even those in the chairs rushed out with lather on their faces and shampoo on their heads. /

One observer telephoned to The Hawk-Eye office that he saw the "headlight" change from white to red. This may be accounted for by the rotation of the balloon which had white and red stripes alternating. But this observer added that he could discern the green light in the "rear." Here is where the play of the imagination came in. He averred also that the "ship" was moving westward at the rate of forty miles an hour and the closeness of his calculation was verified shortly after by a telephone message from Mt. Pleasant, where the "ship" was sighted just forty minutes after its appearance here. /

Among the group of observers at the corner of Third and Washington streets one was found who described the movement of the ship in this way: "It came directly down Third street from the north and at Washington street it turned due west, then gradually veered off to the southwest and was lost sight of behind the Congregational church. It sailed along steadily, occasionally oscillating up and down." /

Yesterday the Hawk-Eye discovered a man who saw the airship Wednesday night. Mr. James Dunn, who has been long in the employ of Bond & Co. He lives on South Marshall street. At 9 o'clock his son and a neighbor's son came in from the street and told him there was a moving light in the sky. He went out and saw it himself. The boys said it had passed from south to north but when Mr. Dunn himself saw it it was receding to the west, in which /p.2/ direction it disappeared. Wednesday night was the night when the spectre ship of the air was seen in so many places to the north along the line of the B. & C.R.M. Mr. Dunn never claimed that what he saw was an airship, he only maintains that he saw the moving light in the sky. /

Among the reports received last night was one from Mt. Pleasant. The crew on a special freight going west caught sight of the airship at Middletown and passed directly under it nearing Mt. Pleasant. They got a good view but owing to its height could see nothing but the lights. One says he saw one huge light which at times disappeared. Another claims to have distinctly seen two lights, one red and the other green, and that the ship was traveling southwestward. /

A report from Evans, a town on the Rock Island road, about 100 miles from Burlington, says the airship passed that place at exactly 9:10. It having passed Burlington at 8:30 it is beyond doubt ~~that~~ traveling at the terrific speed of 100 miles in forty minutes and going in two directions at once. /

Quite a number of those who saw the balloon at once pronounced it a "toy balloon," but declared that its lighting arrangement and the manner of regulating the colored lights was something they could not understand. Some who had been directly beneath it when it passed over declared that the flickering light at once disclosed its true character. /

One of the most amusing incidents occurred at the Union Depot. A train had arrived and a night hackman had opened the door of his vehicle, preparatory to soliciting patronage when his eye caught the rapidly moving light above. "Air ship!" he yelled. "There it is right up there, say boys I was born lucky, sure. I wouldn't have missed this for \$4,000. Jizminy! If I had a spy-glass." Travelers, hackmen, and depot loungers ran to the west side of the building and watched the light till it disappeared. The crowd had all gone when the hackman remembered his calling. "I may have lost a 50-cent fare," said one hackman, "but I wouldn't ~~have~~ have missed seeing that airship. Why that's something to remember as long as you live." /

Two things are noticeable in the various reports received by telephone and otherwise. The disparity in time and the speed. Many claim that the "airship" traveled at a rate of forty miles an hour and others at half that figure. The time has varied from 6:30 to 8:30. It is barely possible that some joker sent up one at half-past six which a few claim to have seen, but The Hawk-Eye balloon which caused the excitement was sent up at 8:20 p.m. /

One man, a reputable citizen, claimed to have heard a hissing sound. Another thought he saw the light being reflected in different directions. /

Only one observer, of a scientific turn of mind, tried to measure the "air ship." He estimated that if it was 2,000 feet above the city, it could not be less than eighty feet in length to make such a showing as it did. /

One railroad man met a reporter of the Hawk-Eye about 9 p.m., and stated that he was willing to make an affidavit that it was some kind of an "air ship." /

In the restaurants, cigar stores, barber shops and other places of business there was only one subject for conversation after the balloon passed over. /

The object of The Hawk-eye in sending up the balloon was not to deceive anyone, either as a hoax or to create a sensation, but to demonstrate that such a simple thing is the explanation of the "air ship" craze now passing over the country. How easy it would be, for instance, for a traveling man to carry a dozen of these air ships in his trunk and, at the end of each long jump on his route, go to some quiet spot and set one adrift to puzzle and excite the people who saw it. The fact that The Hawk-eye balloon was seen as far west as Rome, Iowa, proves its adaptability for such a purpose. It would be fair to assure that the "air ship" about which so much has been written is identical in kind with that which was sent up last evening by The Hawk-eye. /

On Monday evening The Hawk-eye will send up another balloon similar to the one sent up last night. The ascension will be made from the roof of The Hawk-eye building and the people of the city are invited to witness the ascension, which will take place at 8:30 sharp, unless stormy weather causes a postponement. / LAUGH AT AIRSHIP STORY. / Professor Hough, of Chicago, Believes It But a Star.

Chicago, April 10.--(Special).--The average person--untutored in the mysteries of science--who saw the vari-colored moving lights in the sky last evening, firmly believes they shone from an air ship. The scientist--wise in his knowledge of the movements of the heavenly bodies--believes the lights came from the star, Alpha Orionis of the constellation Orion. Thus the matter stands--the opinion of the masses launched against the learned minority.

Old men declared they had never seen the like before; mothers gathered their children about them half fearfully; the little ones gazed heavenward in open-eyed wonder, and old toppers rubbed their eyes and took the pledge.

Prof. G.W. Hough of the Dearborn observatory was the first to advance the star solution of the mystery. Entrenched behind his books and charts he laughed at the flying ship story. He failed, however, to catch the object with his telescope.

Prof. S.W. Burnham, the astronomer, agrees with this explanation. He did not see the moving lights, but his explanation sounds plausible. He said:

"Alpha Orionis is a star of the first magnitude. Its position in the northern sky, its parti-colored lights, make a striking object, shining through misty clouds, and aided by refraction it would give the appearance of a rapidly moving body. One's imagination could easily give strange form to it. This star, too, looks to be but a comparatively short distance above the earth."

Burlington's Airship at Danville.

Danville, Ia., April 10.--(Correspondence).--The mysterious air ship was seen passing over this place this afternoon at 6:30 by Wm. Speelman, section foreman. It came from an easterly direction, but was quite high and looked very small. Was not much larger in appearance than a large star. This town is strictly a prohibition town and as Mr. Speelman is also an abstainer we have no reasons for questioning the matter, but accept it for a fact.

1897 April 11 (Sun morn) Burlington Hawk-eye, p. 2. (card 1)

NEARBY NOTES AND GOSSIP

The Fairfield Daily Journal did not believe much in the airship. Referring to the report that the aerial craft had been seen in that city it says: "The air ship is the main topic of conversation on the streets to-day. It is estimated that at least a hundred people watched Venus last night for nearly an hour under the supposition that it was an evidence that some man had successfully solved the problem of aerial navigation. We believe that air ships are only a question of a very short time but the man who makes the first ship will not stab around in the dark with it." /

The first heard of the air ship was in Kansas some three weeks ago. St. Louis and Kansas City papers devoted a great deal of space to it having been seen at different points by reputable people. Then Nebraska, after considerable chaffing, got down to business and the Omaha Bee published a serious article, stating that some machine of elliptical form which went through the air at a high rate of speed with an immense & bright search light in front and colored lantern in the rear, had been seen in the air, rising, falling and changing its course and otherwise conducting aerial evolutions. While Kansas and Nebraska were puzzling over the strange phenomena, Iowa and Illinois papers were scoffing at the idea, but now they are busy speculating on the reality of it. The first seen of the air ship in Iowa was at Vinton several days ago. Then Belle Plaine saw it, and it was afterwards seen at Albia and other points mentioned in The Hawk-eye. /

Now Chicago has seen it. The wise journalists of that city have been uttering all sorts of nonpareil jokes about it, one even suggesting that Dr. Keeley should start a few branch institutes in Iowa (evidently forgetting that we have a dozen or so already). Now they are bursting with accounts of the strange aerial vessel which many people of that city, "renowned for sobriety and truthfulness," solemnly declare to have seen Friday night. It was first seen by a man in the Hartford building, who with a companion, ascended to the roof and gazed upon it. According to the testimony of these gentlemen the thing, airship, or whatever it may be, answered all the specifications and descriptions of the monster that has disturbed the worthy citizens of Nebraska, Iowa and Kansas for the last three weeks. It carried a red light to port and a green light to starboard, which is eminently proper in aerial circles, and the only course of action which a respectable and well-regulated air ship would think of pursuing. It wobbled and wiggled, which was also down in air ship tactics, and seemed to oscillate as if breasting the billowy swells of the blue

cerulean. Likewise it took the form of a cross [!] and flamed out at rare intervals in other abstruse mathematical symbols. This course of action is to be particularly noted as being entirely original. From data heretofore gathered, such actions have never before been observed. But Chicago wouldn't be Chicago if she couldn't have things a little different from the rest of the country. /

Classical Evanston also saw the thing. The Chicago Record says: "Evanston men, women and children stood out on Davis field last night, and, with mouth agape, gazed into the heavens. Men, renowned for sobriety, looked aloft through strong telescopes and field glasses, and people who had passed successful examinations for color-blindness looked alos. All said they saw the same quartet of lights--two white, two green--sailing from the lake toward the west. And, as unanimously all agreed that the strange lights were the beacon signals of the Kansas air ship."

After the strange craft had passed Chicago, "going west," it was seen at Miles Center, Ill.

Now comes a puzzler. The Chicago and Evanston observations were made about 9 o'clock when the vessel was seen coming from over the lake and moving "in a westerly direction." Now comes testimony from Mount Carroll, Illinois, that "hundreds of people on our streets to-night, who honestly and truthfulness are beyond dispute, viewed the airship about 8:40 o'clock. It came from the northwest, and when opposite this city changed its course and went due west at a terrific speed. It was in sight at least ten minutes. It appeared oblong in shape and carried a great red light. In length it did not appear to be over eight or ten feet and two or three feet high. So many people saw it that there is no disputing the fact that something unusual appeared."

Now if the Mount Carroll people saw it at 8:40 "going west," it must be an extraordinary monster of be able to jump about at so lively a gait as to appear "going west" over Chicago at 9:15 a hundred miles east; or else there must be a flock of airships disporting themselves in various portions of the cerulean vault.

This last supposition would explain the remarkable fact that the air ship was seen at Fairfield, Mt. Pleasant, Solon, West Liberty, Vinton, Cedar Rapids and on the Minnesota line Thursday night all between the hours of 8:30 and 10:30, and in each case going either "west" or "northwest," it being obviously impossible for one airship to cover such a wide stretch of territory within the two hours named. /

The fact that one man claims to have seen the airship passing over Burlington has given a rise to much discussion among many scientific people here as to its identity. One gentleman says it is possible that a remarkable series of practical jokes is being played on the people of the country, suggested to natural practical jokers throughout the land by a species of mental telegraphy which suggests to each that he shall secretly send up a paper balloon or kite hung with red lanterns and allow it to float with the breeze over the city.

That this mental suggestion would not be unlikely is realized by the gossipier who was walking along the street the other evening with a friend and talking about the airship. Both pause in the conversation for a short while, evidently thinking over the phenomenon, when both said "Say," and then stopped. The Gossiper's friend said, "Well; what?"

"Why, I was just thinking," said the Gossiper, "what a good joke it would be to get one of those paper--"

"Hold on!" exclaimed the Friend, "you were going to say paper balloons--the hot air kind. Well, I was just about to suggest a small silk balloon, when you spoke."

"Wait," said the Gossiper. "What are you going to do with your balloon?"

"Just what you were!"

"Why, I was going to say it would be fun to find out the direction of the wind--"

"Exactly; and send up you balloon secretly and let it sail over the city."

"Yes, and I'll wager you every soul who saw it would swear it was the air ship."

"And they would all be sober, truthful people and would swear they saw a shining hull, colored lights; and two wing-like extensions on either side, and heard a hissing sound!"

Now if that identical idea could enter the minds of the Gossiper and his friend at the same moment, why could it not enter the minds of various persons at widely distributed points and be acted upon with complete satisfaction to their joke-loving souls?

...
Since the above relative to balloons was written, the Gossiper has more cause than ever to believe in mental telegraphy. While he was writing that matter yesterday afternoon three other gentlemen in the city were concocting this scheme to send up the hot air balloon which caused so much air ship excitement last night, and the Gossiper was utterly ignorant of the fact till after the above was in type. From this date the Gossiper swears off on air ships.

1897 April 11 (Sun) Burlington, Ia., Daily Hawk-eye, p. 4. (card 1)

THE AIRSHIP.

Science, as usual, comes to the rescue. Given the opportunity, it always penetrates the mists of credulity and superstition; and if the opportunity does not present itself, science forces the fighting and eventually wins.

Our readers may have noticed and commented upon the omnipresent character of the reputed "air ship" that has been seen in various western states for several days, or nights, past. By some unaccountable legerdemain, the air-ship with its varied colored lights, which passed a town in western Iowa or in Nebraska, would be seen at the same hour passing over towns and cities in eastern Iowa, and Illinois and Wisconsin. This persistent universality of the aerial visitor puzzled those

who were disposed to regard the phenomenon as a human device and led to the shifty conclusion that a fleet of air-ships were hovering over the United States.

But while astronomers like Flammarion and Schiaparelli are addicted to the vivid imagination habit, they nevertheless generally fortify themselves with a phalanx of facts and reasonable probabilities to sustain their theories. Astronomers, as a class, are hard-headed fellows and are not fond of seeing "as through a glass darkly." They want a square view, many times repeated, before they reach conclusions.

Prof. Hough, of the Northwestern University, at Evanston, turned his gaze on the alleged air-ship. He did not let his imagination run riot with visions of "a locomotive headlight," the dim outline of a steel-frame air-ship, nor did his ear catch the "hissing sound" of the strange vessel when speeding through the air. Prof. Hough, the matter-of-fact astronomer, thought it was the erratic Alpha Orionis, a star of the first magnitude, a noted fast traveler, with a job lot of vari-colored lights in its repertoire, which, in certain atmospheric conditions play fantastic tricks with imaginative sightseers. As seen with and without the use of glasses, the white light was the more brilliant and appeared to be oscillating as if it were a search light being swung back and forth. The red and green lights, it was said, were like the ordinary side lights required under the navigation law. The lights moved westward and soon disappeared.

Alpha Orionis comes on the stage early in the evening, and its course across the heavens is about the same as that of the moon. The star is usually bright in a clear atmosphere and appears to be close to the earth, but we don't believe it was so close to the globe that our friends in Iowa could hear the "awish" of its passage through the air, as one correspondent averred. What he heard was the wheels in his head. He ought always to make the distinction. This is essential in scientific investigation.

The "airship" seen at various points appears simultaneously at all of them in the same longitude, and displays the same characteristics of lights: brilliant white, green and red, and gradually disappearing. The illusion was perfect, and it is not surprising that many people were led to believe it a veritable airship, especially as many experiments are being made with flying machines, some of which have attained to an encouraging degree of success justifying the belief that in the near future aerial navigation, to a limited extent, and under favoring meteorological conditions will be practicable.

Since writing the foregoing, the "airship" has passed by Burlington, as a "ship in the night," and has been seen by hundreds of our citizens. A full account of the event will be found in our local columns. This indisputable fact, (in the language of the old-time printer), "knocks Galley west," our learned exposition of the mystery founded upon Professor Hough's statement. For the nonce, science retires to its roost and awaits developments. Science has often done that and is an adept at retreat. That which has passed as a scientific truth in one generation has been renounced as heresy in the next. An exact science is unknown, perhaps unknowable. That is why the general public of Iowa has so little patience with the state board of health and its pet medical practice bill. Not only the physicians of this age repudiate many of the theories, teachings and practice of their predecessors, but shut up a round dozen of them in a room to diagnose and prescribe for a patient and they would not agree. And yet they insist that all who heal diseases must be cast in the same mould as themselves! So also in geology and other departments of science--the exact truth is an object of exploitation.

If the hundreds of citizens of Burlington who saw the "airship" last night and went to bed thoroughly convinced that it was an established fact, because they had seen it with their own eyes, as had the people of many other cities and towns, will carefully study the local columns of The Hawk-Eye this morning, they will discover how unreliable is the evidence of the human senses. The airship was an illuminated balloon, sent up by The Hawk-Eye to determine whether the reputed scenes in other places could be reproduced in Burlington so as to be as convincing to those who saw it here as it has been to all who have seen the alleged airship elsewhere. The experiment was a success and a complete demonstration that the airships seen at other points in Iowa and adjoining states were similar devices. The Hawk-Eye's expose of the mystery now rings down the curtain on a sensation that, strangely enough, has held the attention of the public for several weeks.

"Kitch your wagon to a star," but don't imagine it is an airship.

TO THE AIRSHIP / (After Byron.)
Oh, thou beautiful / And unapproachable flyer! and / Ye multiplying
masses of increased / And still increasing lights! What are ye? What
is this blue wilderness of interminable / Air, where ye roll along,
as I have seen / The leaves along the limpid streams of Eden? /
Is your course measur'd for ye? Or do ye / Sweep on in your unbounded
revelry / Through an aerial universe of endless / Air line tracks--at
which my soul aches to think-- / With your red, green and white signals?
1897 April 11 (Sun) Des Moines Leader, p. 23 (card 1)

INTERESTED IN THE "AIRSHIP." /
Lake City, Iowa, April 10.--Ed. Register: Your Register giving the several observations of the strange phenomenon of April 19 [?], 1897 was read with great interest. Even the communications of the Absurd gave light upon the subject. The same phenomenon being observed by different ~~many~~ persons far distant from each other and at about the same time of evening, to-wit 8(?) or 9 o'clock, certainly sets aside the theory of an airship. No energy of light producing power could be visible at Ade, Penora [?], Lake City and Sioux City and points in southwestern Minnesota within an hour of the same time.

Permit me to advance a theory with a view of arriving at some correct conclusion about the stranger of April 10, 1897, viewed from above named places about the same time. We do not hear of this strange visitor, so far as I have been able to learn, east of the state of Michigan, and we must remember that, commencing with the state of Michigan and comprising the northern valley of the Mississippi and Missouri rivers, there has been the great rainfall and ~~wet~~ weather for last of March and middle of April, 1897. The atmosphere has been heavily charged with moisture, and in such a case the vapor of different densities, and that, too, in bodies floating, shirting and of different forms. All the stars of April 10, 1897, shone more brilliantly than normal because of the condition of the atmosphere. Most persons have seen a ~~piece~~ piece of money or some solid object placed by an empty vessel, and standing at a given point could not see it, but fill the vessel with clear water and the object can plainly be seen. This is caused by the refraction of the rays of light. Often in summer, morning or during the day, houses or towns or objects below the view are brought into plain sight by the condition of the atmosphere, and we call it a mirage. On the ocean ships entirely hidden from view are for a while distinctly seen and then as suddenly go out of sight. Did any of you ever stop to calculate the angle of the refracted rays of light? Did you ever stop to think, as on the coast, the ship passed through this strange condition of the air or that it flowed by?

The angle of reflection and the angle of refraction are very different, refraction being the greater. Refraction is not always the same. The density has much to do with making the angle of refraction, and the curvature and angle of light passing ~~in~~ in any direction has much more to do with it. Take an equilateral triangle and the refraction is greater than a quadrangle. The first outline being directed away from the point of view and the other perpendicular to the point of view. Now, consider the air having floating bodies of this different densities in it of different forms so that the angle in its direction ~~of~~ towards a star would pass through this unnatural atmosphere (as we call it for explanation), it would give the star a position not true. Then let a space come which is not charged with this peculiar density fitted for the phenomena of a mirage, and quietly come to ~~another~~ another body of same density while looking at the same star, the star to the person would seem to move quickly across that space, and if the refraction was towards opposite points in the different bodies, the star would seem to move very rapidly, and the same would make eccentricities and dodging movements to the eye. Take a tank of water, say twelve feet long by two feet high and two feet wide, having a glass bottom, and have the box divided into different departments, some fitted with clear water and others empty, and then draw a piece of money along under this glass bottom on the further ~~side~~ side from the person watching it, and it could be seen and not seen as it passed the filled spaces and empty spaces in the box, and the piece of money then would seem to dodge up and down, according to its position on the bottom of the glass. Not wishing to contradict any one about what they saw or heard the evening of April 10, 1897, but so far as I am concerned I now believe, for all my caution, that the strange light passing ~~west~~ [] northwest by Lake City, Iowa, the evening of April 10, 1897, was the star Venus. The condition of the atmosphere did cause to the eye the evening star Venus to present sudden flights and to pass in ~~the~~ its courses fixed stars far beyond it. From some places there seems to be no explanation of what parties really saw, unless we permit strange [] conditions in the air which floats an "C []". Should this floating substance present to us its triangular surface and floating just above the horizon, the star would be ~~for~~ for some time, and then when the sight left this atmosphere, so the clearer sky below the star would ~~as~~ suddenly drop out of sight. Now, remember this same phenomenon could not very probably be seen by all the different observers from different points, no more than a cloud would intervene between different places between them and the (sun). / M. F. MCCREARY,
1897 April 11 (Sun) Iowa State Register, p. 3. (card 1)

THE MYSTERIOUS "AIRSHIP." / Opinions Differ as to What It Can Really Be.

Winton, April 9.--The mysterious airship that was seen by several of our prominent people last Thursday night made its appearance again last night, and was seen by hundreds from various points of view in our city. In fact, the walks were almost lined with people who watched the movements of this strange visitor, or whatever it is, for half an hour. It was first observed in a southwesterly direction, and was observed to be traveling last night as before, to the northwest, appearing as a brilliant arc light. It appeared both evenings at an angle of forty degrees altitude, and was estimated to be perhaps eight to ten miles away, travelling to and fro and varying in altitude from twenty to forty degrees, being all the time clearly visible to the naked eye. Just what this strange object is remains to all here a wonderful mystery and conjecture. It seems to be the general opinion of those who witnessed the strange phenomenon that it is really an airship which some inventive genius has constructed, and in which he is traversing the globe. Again there are some who think it some heavenly body or visitation from on high floating recklessly around in space, or visitors traveling from one planet to another. To those who had regarded the stories of this mysterious object as fakes have all the gloom and doubts of their mind dispelled by this second appearance last night.

Cedar Rapids, April 10.--Special: The mysterious airship was seen in Iowa again to-night. Shortly after 7 o'clock this evening the Burlington, Cedar Rapids & Northern agent at Shell Rock, in the northern part of the state, reported to the general offices in this city that the airship was visible from there. He said that he could see a

quarter of an hour. Then the excitement in the down-town districts became intense. It was reported that attempts were being made to anchor the machine.

A Mr. Mayer, a traveling man, had a field glass ranged on the machine and said he distinctly saw four men in it. Stationkeeper Harry Moore, of the Central police station, saw it distinctly and was one of the few who did not at the same time lose his head. He says:

"The machine or whatever it was, anchored or stopped directly over the city hall. The light which I saw was suspended from a large, dark oval-shaped object, the shadow of which could be distinctly seen. In fact, it could be seen so plainly that I could discern the wheels working. I did not see any one in it, but any one who claims that the thing I saw floating over the city hall is a star simply don't know what he is talking about. I saw it too distinctly to be fooled. It was, I should judge, about 1,000 feet above the city hall.

After hovering about for fifteen minutes it went back and disappeared in the northeast.

AIRSHIP INVENTOR WRITES. / Offers to Exhibit the Ship at Omaha Exposition.

Omaha, Neb., April 12.--The mysterious airship, which has caused the veracity of many reputable citizens to be questioned, promises to be cleared up within a few days through the medium of the trans-Mississippi exposition. Either this is a fact or a stupendous hoax is to be perpetrated on the exposition authorities. In the mail Secretary Wakefield received a letter dated at Omaha and bearing the postmark Omaha. The letter was signed "A.C. Clinton," and read as follows:

"To the Exposition Directors: My identity up to date has been unknown, but I will come to the front now, if you guarantee me 870,000 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 as I am an Omaha man I wish it to be held as an Omaha invention. It will carry safely twenty people to the 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 writer gave no address. The amount of space asked for by the writer of this letter is nearly thirty-five acres.

Dubuque, April 12.--The mysterious airship passed over Dubuque after midnight Saturday night. It was seen at Green Island at 10 o'clock, and at Bellevue at 11.

Bloomington, Ill., April 12.--An object believed to be the mysterious airship which has been sailing over Illinois was seen at noon Sunday floating over Bloomington. It was going in a northeasterly direction at a great altitude. It was yellow in color and seemed to be rectangular in form. / Photographed It.

Chicago, April 12.--A news dealer of Rogers Park, claims to have photographed the mysterious airship early Sunday morning. The negatives have been examined by experts and pronounced genuine and had not been "fixed." Two companions vouch for the genuineness of the pictures and state that they plainly saw the mysterious object. Speaking about the wonder the news dealer said:

"E.L. Osborne and William Hoodless also saw the ~~xxxx~~ airship. I am no longer a skeptic. I distinctly saw the outlines of a man in the rear of the machine. He pulled a revolving rudder or some sort of contrivance which steered the course of the airship. This strange invention came within 600 feet of the earth as near as I could estimate it."

"The lower portion of the airship was thin, and made of some light white material like aluminum. The upper portion was dark and long like a big cigar, pointed in front and with some kind of arrangement in the rear to which cables are attached. The pilot pulled these and steered the course from south to northwest. We watched the flight of the airship until it went east and disappeared from view. I returned to the store with the plates, attended to my morning papers, and, with Overacker, finished proofs as soon as possible. I refused an offer from a Chicago newspaper for the negatives. I think time will prove that this is no fake. I've lived here too long to try and fool people. I have no desire for notoriety. It's an airship and if you don't believe it look and the picture and be convinced. I can swear that I saw the airship. So can three other men here, whose word stands well in this community."

VENUS OR A METEOR. / A Somewhat Plausible Theory of the "Airship." / Special to the Times-Republican.

Brooklyn, April 12.--The noted "airship" star was seen here Saturday evening about 9 o'clock by quite a number of our soberest citizens. They all seem to be in doubt as to what it is. While we did not see it, to our mind the weight of evidence is in favor of the star or meteoric theory. From the fact that it appears each evening at about the same hour, or a little earlier, and travels northwestward and is seen by observers located at a long distance apart at or near the same time, shuts out the theory of its being an airship. If it is a fixed star it would not change its position in relation to other fixed stars. If it is a planet of our solar system as Venus it would not change its position in relation to the fixed stars, but not so rapidly as most of the observers claim. It is not unreasonable or improbable that it is Venus, which has been a very bright star in that locality for some months. The jostling or wobble motion could be caused by small clouds passing over the disc of the star.

The meteoric theory would make it possible for a meteor to approach so near the earth as to cause its orbicular motion to cease or change and temporarily become a satellite to the earth. If so it is much nearer the earth than our moon. We are surprised that astronomers have not settled this question several days ago. From the fact that they have reported nothing strange is against the meteoric theory, and

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in favor of mistaking Venus for an airship.

Sheriff Bennett received a telegram from Des Moines that his excited convicts were seen in the airship when it passed there, which is as reasonable a story as those of hearing the noise of machinery and voices. Our people here are all anxiously awaiting a satisfactory explanation of the phenomenon.

At Bayard. / Special to the Times-Republican.

Bayard, April 12.--The sensation of the season occurred here when some of our citizens discovered the celebrated airship. Panora telephoned about a quarter to 9 Saturday evening to look out for it as it was passing over there and a few minutes after it was seen rapidly coming this way and then to pass over by your correspondent with numerous others, among whom were Dr. Thompson and wife, Professor Boggs, Mrs. Smith and others too numerous to mention. The light was passing rapidly in a northwesterly direction and when it could be seen no longer we found the time to be 9 o'clock. We learn this morning that it passed over Sioux City about a quarter after 9 o'clock. Its appearance was about like you describe it in your's of the 10th, being a bright light, some larger than the evening star with a bright twinkle. Everybody is talking of the airship this morning. If it is a star it certainly moves in a mysterious and rapid way, and the wonder is that some of our noted astronomers have nothing to say in regard to it, and if an airship why it should be moving about in such a provoking mystery. / Rescued at Grundy Center. / Special to the Times-Republican.

Grundy Center, April 12.--Great excitement was caused here Saturday evening at 9:30. The alarm was given by two small girls that a great light was to be seen northwest of the city. The news soon spread. Business houses were closed up and nearly 2,000 people assembled north of the B., C., R., & N. pond, north of here. Field glasses of every description were brought into use; also smoked glass. It was soon learned that it was the much talked of airship. It sailed over the city three or four times and the crowd went wild with excitement. It alighted south of the city in the fair grounds at 10:15 p.m. A large crowd gathered. It was a monster and caused several runaways. An inspector came out and oiled it up and it was also tested. When the gate was opened two ladies and gentlemen stepped out and shook hands with the excited crowd. The manager enquired where they could get a good supper and were escorted to the hotel. After a bountiful repast the parties departed in a northwesterly direction by the sweet strains of Professor DeWied's band.

OUR GRINNELL CRIST. / Citizens of That Prohibition Town See "It"--The Airship. / Special to the Times-Republican.

Grinnell, April 12.--Saturday evening a large number of Grinnell people claim they saw the supposed airship passing over Grinnell. The "thing" came from the southwest, passing over to the northwest about 9 o'clock. It was seen from different parts of town at the same time and many claim that it kept swaying continually. Some say that it would plunge down and then go up again, claiming that if it was a meteor that it would go in a straight course. The light was of a bright red color and above the light there was a dark bulk of some kind. One curious thing about it is that everybody sees it going toward the northwest.

1897 April 12 (Mon) Evening Times-Republican (Marshalltown, Ia.) p.4.

Topics of the Times: "Hitch your wagon to a star," but don't imagine it is an airship, says the Hawkeye.

The Chicago Times-Herald's cartoon of the airship represents a strange looking "bird" with fiery eyes sailing serenely in the heavens, with all the excited denizens of earth looking at it through telescopes made of inverted beer bottles, demijohns and other spirituous mugs. Hence, all the various descriptions of the bird of passage.

Iowa Press Notes: THAT AIR SHIP.

Cedar Falls Gazette: The mysterious air ship that has been floating over Kansas and Nebraska for the past few weeks, was seen by several of our citizens last evening traveling northward; it seemed about three-quarters of a mile from the earth, and just west of town. The lights only could be seen and they were very bright at times, and then would almost go out: [it] was in sight about half an hour.

1897 April 12 (Mon) Evening Times-Republican (Marshalltown, Ia.) p7 (cdl)

IT'S ALPHA ORIONIS. / Scientists Come Forward and Explain the Presence of the Much-Advertised "Airship." / A Star of the Constellation Orion--Practical Jokers Send up a Kite and Lantern.

The practical jokers now have a large and attractive field for operations, and is taking advantage of it. All kinds of "airships" are being constructed and exhibited to the gaze of a gullible people.

The airship" was seen again in Marshalltown Sunday night. It was viewed by a great many people. On this occasion the theory that it is a planet was knocked higher than Gilroy's kite, for the night was cloudy. A bright light was first observed soaring higher and higher directly over the southwest section of the city. The light swung back and forth and then again would lower and rise, as if seeking a more favorable current of air in which to navigate. Once the light darted suddenly and then disappeared. Some of the gazers thought a catastrophe had ensued and ~~xxxx~~ that the wreckage would be found when daylight came. Pretty soon, however, the light again appeared, this time further to the north. It soared higher and higher, and from the city looked to be directly south of the Soldiers' Home. There was nothing new, however, about this airship. It was the same kind that all of the present generation of males when boys, constructed with more or less success. A five-cent ball of twine sufficed to keep the aerial navigator within our possession, unless it happened to get caught in a tree or on a telegraph wire. It was one of these that the people of this

city saw Sunday night. Several youngsters in the vicinity of Sixth street built a big kite, attached a lantern to it--and the rest was easy. Twice the light in the lantern went out and the kite had to be hauled down. The boys had lots of fun, nevertheless, and while a majority of those who saw the kite knew what it was by its unsteady movements a few really thought it was an airship.

The strange body seen by the members of the Omaha lodge was the property of some practical jokers also, and they have admitted their "guilt." On the night in question they sent up a large balloon. The theory advanced in these columns that the light had been attracting so much attention was a planet or star is undoubtedly correct. Chicago scientists come forward with an explanation of the whole matter. The Chicago Chronicle offers the following interview with two scientific gentlemen of that city:

"Professor Hough chuckled audibly when the airship question was again broached to him last night. He was sitting in his private office at Dearborn observatory, in Evanston, and before him was an outline of the course of the star Alpha Orionis. 'This is the airship,' he said, as he pointed to Orionis. 'It has been roaming through its regular course in the firmament these 10,000,000 years, and why it should have been settled upon in the last three weeks and pointed out as the headlight of a mysterious aerial vessel is a thing hard to explain. Alpha Orionis appears on the meridian at 5 o'clock and becomes visible at 8 o'clock. At that time it resembles a strong white electric light. It first becomes noticeable in the central southwest portion of the sky. At an unusually rapid rate for a star it takes its course toward the northwest, finally disappearing in that corner. As the star begins to sink the atmospheric conditions cause it to appear to be of a reddish hue on the under side and a green on the upper portion when seen through a glass. The center of the body is white. Another star which has an unusually bright appearance is Sirius, which is visible toward 10 o'clock in the southwest portion of the firmament.'"

"No credence is placed in the 'airship' theory respecting the bright glow in the heavens Friday night by Professor S.W. Burnham, the astronomer. 'I did not see it,' said Mr. Burnham, 'and if I had I do not suppose I would have given it a second glance. I think Professor Hough is right in his assertion that it was Alpha Orionis, of the constellation Orion. It is a bright star and in its position in the northern sky its parti-colored light makes it a striking object. Shining through misty clouds, and aided by refraction, it would give the appearance of a body in motion, and one's imagination could easily give strange form to it. I am inclined to think the 'airship' seen in Kansas and Nebraska is a simple delusion growing out of the appearance of Alpha Orionis. In fact, all of the reports about the alleged airship agree that it has been seen in the same direction and about the same time that Alpha Orionis was above the horizon.'"

1897 April 13 (Waterloo Daily Courier, p. 5). (cont.)

LATEST AIRSHIP STORIES. / MYSTERIOUS LIGHTS SEEN. / Waterloosans Mystified by Strange Objects--Shell Rock Sees the Aerial Monster. /

As Saturday evening deepened into night the people of Waterloo, chiefly those of the west side, were astonished to see the alleged wonderful airship hovering over the city. In the blackness of the night nothing could be discerned except two flickering white lights which moved slowly over the west side, going northward. Every field-glass in that part of the city was brought into use. There was much running about to get a better view of the mysterious lights, and it is said that Councilman Hallowell was the liveliest individual on the street. He called the attention of all the people of his neighborhood and there was much excitement, it is said, until five young men who were flying a kite in Camp's pasture, wound up their kite string and pulled down the "aerial monster." The kite was of ordinary size and had a long tail. To the end of this tail was fastened a long fish pole at each end of which was tied a Chinese lantern. Of course the boys when they lifted the kite into the cloudless sky had no intention of deceiving the people. Of course not. If they wanted to confuse an inoffensive little kite with a hideous explorer of the skies, that was no odds of theirs. Of course some of the boys came uptown occasionally to see how the kite looked and didn't undecieve the awe-stricken people who were gazing at the object in open-mouthed wonder. The identity of the boys who had hold of the lower end of the string may be interesting to know, as their names will probably go down in history as the champion practical jokers of the west side. Perhaps these aren't the fellows but at any rate they can tell you all about it: Charley Bickley, Harvey Zeising, Charley Foster, Ed. Carey and Emerson Foster.

They Saw It, Too.

Two men named Watson and McIntyre, who work at H.B. Allen's farm saw the airship Saturday night, at about 10:30. It was down very low, and looked as though resting in the air just over Fairview cemetery. It had green and red lights. Neighbors were aroused and a start was made to catch the mysterious thing. They caught it, but it proved to be only a switch light on the Illinois Central belt line.

J. Westfall thinks if he didn't see the airship Saturday night, there is a screw loose up in the blue vaulted dome, somewhere. The object that attracted his attention was visible about 9 o'clock in the northwest. It cast a red and blue light, was quite high and seemed to be traveling to the north. Mr. Westfall is sure it was larger and brighter than any star. Mr. McFarlane, father of the Illinois Central agent, and Mrs. Ruhel saw the same light in the heavens. /

Scores of people stood on the Fourth street bridge Saturday night from 8:00 to 9:00 o'clock and watched the queer antics of the evening star. It is very bright now, and moves apparently rapidly toward the horizon. Its motion is of an undulating character, and it seems to loose (sic) and increase in brilliancy alternately. Many people looking at it could distinguish different colored lights, and some could

see it rising and moving directly toward the city and then away. Imagination is full of pranks.

Joe's Troubles.

J.R. Joder is having all sorts of afflictions. Ever since our Saturday's issue he has been receiving inquiries about where he purchased the article which enabled him to see the airship so plainly Friday night. Today he received from one of his friends a postal card on which was pasted a clipping reading as follows: "The Iowa people ought to be forgiven, for the airship is really such a tempting thing to lie about." One of Mr. Joder's friends says he thinks these airship sailors were not Polanders, but school ma'ams in disguise looking for a place in the west side schools.

It is said that J.J. Budd is the only man on the west side who flatly denies having seen anything that resembled an airship. / East Siders Saw It.

A. Hollnasek, 313 Argyle street, saw a brilliant moving light in the sky Saturday night, and called out all his neighbors to see the sight. The light was of the color of the stars but seemed much brighter than any of the stars then visible in the cloudless sky. It passed rapidly toward the northwest and disappeared below the horizon.

J.C. Westfall and family and Mrs. Nuelson, living at the corner of Argyle street and Logan avenue, saw the same strange light.

Shell Rock Sees It.

Shell Rock is not behind with airship stories. On Saturday evening a mysterious flickering light, sometimes red, now blue and now white, passed over that town going toward the north. It was seen by the whole town and there is not a man, woman nor child in that place who will not stake his word and his honor that the moving object was not a star but a moving light but a few hundred feet above the earth. It passed over town, then turned about and came toward Waterloo. The excited people immediately sent word that the object was headed in this direction and the citizens of Cedar Falls were notified to get out their spyglasses and telescopes, which they did, but the airship sailors seemed to have decided upon another course for it sailed clear of Cedar Falls and hasn't been seen since.

And now comes a story from Cedar Falls which spoils the effect of the whole phenomena. It seems that three or four of the citizens of that burg, each possessing an ambition to help along the airship story, chipped in a few cents each and purchased a 25-cent paper balls balloon with red, white and blue stripes down the sides. It was carried to a secluded spot, inflated and sent up. In a few minutes Cedar Falls was the most excited spot in the state and the balloon for some time. A strong wind caught it and carried it rapidly toward Shell Rock, where the unsuspecting residents of that town decided it was the much talked of airship and the town was turned upside down with excitement. One man reported that he saw the "head-light" change from red to white and then to blue. Others could see wings and paddles galore. One man declared that he could plainly discern two cigar-shaped bodies with vipers at the sides and propellers at the rear. The stories being sent out from that usually quiet town are hair-raising in the extreme. The boys at Cedar Falls declare they never had so much fun for 25 cents before in their lives and are of the opinion that they are not the only ones in this quarter of the globe who have been spending their hard-earned cash in Fourth of July balloons. And their suspicions are correct, according to the Burlington Hawkeye of yesterday, which tells of an experiment which two members of its reportorial staff made with satisfactory results Saturday evening.

Burlingtonians Mystified.

The Hawkeye decided to make a test and see if it were possible to produce results identical with those following or attending the appearance of the alleged air-ship. Three hot air paper balloons made of red, white and blue paper were purchased. One of them was inflated and at 8:20 it was released and shot upward with great rapidity. A strong northeasterly wind caught it and sent it in a southerly direction at a rate of perhaps twenty miles an hour. The unsteady currents of air caused it to sway gently from side to side a partially turn it. Sometimes the light shining through the red paper gave it a red appearance. Then the blue or white side would appear and the color would of course, change.

The reporters followed as fast as their wearied limbs would allow. All the way down the street crowds of people could be seen on door steps and street corners, gazing eagerly at the fast disappearing light.

"It had a reflector as big as a tushel basket," said a woman in a group on a door step. "Say, kids, I'm going to stay here all night and see the airship when it comes back," said a boy in a crowd on the North Hill park. "It was as big as a house," said another party near the site of the new library building.

Everybody was discussing it. Some claimed it had a red light, some that it had a green light and some that it had two lights. The whirling motion caused by air currents had evidently caused the various sides and colors to appear and disappear. Where two lights were seen it was evident that the white side had been turned toward the spectator and a part of the blue and a part of the red would be visible on opposite sides of the white light.

Its height gradually increased until it was about seven hundred feet above the city, although excited spectators variously estimated its height at from 2,000 to 3,000 feet. The west bound extra which takes the through freight from Burlington to points between Mt. Pleasant and Ottumwa, had just pulled out. Shields was conductor and from Mt. Pleasant to Sore he claims to have raced with it.

The Hawkeye says its object in sending up the balloon was not to deceive anyone either as a hoax or to create a sensation, but to demonstrate that such a simple thing is the explanation of the airship.

craze now ~~xxx~~ sweeping over the country.

Thinks it is Alpha Orionis.

Prof. George Hough, of Chicago, thinks that the strange light in the heavens is Alpha Orionis of the constellation Orion. When asked to give his opinion of the phenomenon he said: "Alpha Orionis has been ~~xxx~~ racing through its regular course in the firmament 10,000,000 years, and why it should have been settled upon in the last three weeks and pointed out as the headlight of a mysterious aerial vessel is a thing hard to explain."

Prof. G.W. Burman, the Chicago astronomer, did not see anything unusual in the sky on Friday evening, but he is inclined to side with Prof. Hough, of Northwestern University, in holding that the appearance was Alpha Orionis.

But Joseph Pierson, a tailor in Davis street, Evanston, declares he not only saw red, green and white lights, but that he heard a hissing noise and could discern the outline of two cigar-shaped bodies. This phenomenon, he says, took a course entirely out of the rout of Alpha Orionis. At times the lights would rise and then fall, and would occasionally veer from side to side.

What's the Matter with Venus?

Still others hold to the opinion that the mysterious light is the evening star Venus, which is visible in the west shortly after sundown and remains above the horizon about three hours. It is very brilliant and travels rapidly from the west to northwest.

The Latest.

The following telegram was received in Waterloo this morning: Lanark, Ill., April 12.--The airship came down here last night. Two of the occupants are dead. All were foreigners. The Chicago & Northwestern has run a special from Freeport loaded with night-shirts 107, April 12 (Des), Burlington Hawk-Eye, p. 6. (card 1)

AIRSHIP IS PLAINLY SEEN. / Hovers Over Court House at Milwaukee Fifteen Minutes.

Milwaukee, Wis., April 12.--Prof. Hough and his theory that the supposed airship is the star "Alpha Orionis" don't stand as high in the minds of thousands of citizens of this city to-night. They have seen the wonder and are convinced that it is a machine which navigates the air, and not a star which has been wandering around for 10,000,000 or more years through space without an object or a destination. The strange machine made its first appearance in the wee small hours yesterday morning. It was not seen by many at that time, but the few who did see it are convinced that it is a machine. The lights which appeared on it seemed to move backwards and forwards toward each other, as if signalling to the earth.

It was first seen on the northern horizon, and about the only persons who were up at the time and who were not seeing things double, were a few newspaper men, police officers, and a guard at the house of correction. All of these are willing to make oath they saw an airship come from the north a little before the break of daylight and that it disappeared again, reversing itself and fading from view in the north.

Last night the stranger made its appearance again in the heavens about 9 o'clock. It came from the northeast from out over the lake. There was no possibility of a mistake this time. Thousands of people saw it, and in a few minutes they were following the machine as it floated over the city. It traveled towards the southwest until it reached a point directly over the City hall, where it stopped for a quarter of an hour. Then the excitement in the down-town districts became intense. It was reported that attempts were being made to anchor the machine.

A Mr. Mayor, a traveling man, had a field glass ranged on the machine and said he distinctly saw four men in it. Stationkeeper Harry Moore of the Central police station saw it distinctly and was one of the few who did not at the same time lose his head. He says:

"The machine, or whatever it was, anchored or stopped directly over the city hall. The light which I saw was suspended from a large, dark oval-shaped object, the shadow of which could be distinctly seen. In fact it could be seen so plainly that I could discern the wheels working. I did not see any one in it, but any one who claims that the thing I saw floating over the city hall is a star simply don't know what he is talking about. I saw it too distinctly to be fooled. It was, I should judge, about 1,000 feet above the city hall."

After hovering about for fifteen minutes, it went back and disappeared in the northeast.

Maker of Airship Reveals Himself (Omaha, A.C. Clinton)...

Dubuque, Ia., April 12.--The mysterious airship passed over Dubuque after midnight Sunday night. It was seen at Green(?) Island at 10 o'clock, and at Bellevue(?) at 11.

Bloomington, Ill., April 12.--An object believed to be the mysterious airship which has been sailing over Illinois was seen at noon Sunday floating over Bloomington. It was going in a northeasterly direction at a great altitude. It was yellow in color and seemed to be rectangular in form.

Airship in Keokuk County.

Hassau, Ia., April 10.--Ed. Hawk-Eye: A singular sight was witnessed here last night between the hours of nine and ten o'clock, and created an unusual excitement in our quiet little village. Dr. J.D. Travis was the first person to discover this peculiar light and he was not slow in making the discovery known. Everyone in town was on the street in a short time and beheld a sight that was astonishing in the northern heavens and moving at a wonderful rate of speed in a south-westerly direction; it appeared to be about (250) yards from the earth. The first thing that attracted attention were three lights of intense brilliancy and appeared in size similar to a locomotive engine headlight. As this strange object drew near and approached the city at a terrific ~~xxx~~ speed the faint outline of the strange object

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were barely visible; the heavens were overcast with dark clouds, rendering a good view an impossibility.

The spectators were unable to make out what the phenomenon was. The strange object, owing to the marvelous speed it attained in its graceful flight soon disappeared and left the astonished spectators to recover from their surprise. Several of our most reputable citizens and others of undoubted truthfulness and veracity witnessed this sight and are willing to swear to the truthfulness of this statement.

A great deal of speculation and theorizing was indulged in as to whether the object was an airship, but in the minds of our more advanced thinkers and observers, of this place, notably J.D. Travis and T.C. Hezrell there remains very little room for doubt that the strange visitor was the much talked of airship seen near Omaha, Nebraska and several other places. / A Reader.

Some Saw the Hawk-Eye Balloon.

Rome, Ia., April 12.--(Correspondence.)--The many reports that our citizens have been reading about the airship recently have caused them all to keep a close watch every evening for the past few days, and we think that a few of them saw the balloon Saturday evening, which was sent up by The Hawk-Eye Co., at Burlington, and reported to have passed over this place. Several men had just commenced to tell about it Sunday morning when the mail arrived and would have probably told about seeing the airship if some one had not got the Hawk-Eye and read about the balloon. There was a slipping away of those that were talking about airships and in a few minutes all felt sure that they had not seen the airship, but had seen the balloon. The Hawk-Eye is to be congratulated for the way it took to prove that most people would call any light seen after night an airship and that their imagination made things larger than they were. This will probably put an end to the airship story for a while at least.

Airship a "Fake."

St. Louis, Mo., April 12.--It is amusing to read the dispatches of the appearance of an airship in various places east of the Rockies. This aerial mystery is described "as a long steel body, shaped like a cigar, about 40 feet long and 7 feet in diameter, with wing-like attachments on the sides, while fore and aft appear wheel-like devices similar to the steering apparatus of a steamship. The top is capped with a balloon-like bag, oblong and seemingly attached to the vessel by ropes. The headlight is similar to that of a locomotive."

The so-called "air-ship" appears to have started on its mysterious way at Denver. It has worked east at the rate of 500 miles a day and made a jump, according to the published reports, of nearly 1,000 miles over night, from the plains of Nebraska to Lake Michigan. Farmers and other persons are said to have been greatly mystified and in some instances, badly frightened by the appearance of the stranger in the skies at night, with its ominous body and glaring headlight. It is generally agreed that the "airship" is a night worker, at least in the lengthy accounts printed no mention is made of its appearance by day.

Now, in order that no one may be scared to death by this strange vision, it may be proper to say that the "airship" sighted in the west is a "fake." The aerial monster was manufactured originally in New York, of papier mache and ordinary balloon material to advertise a certain brand of cigarettes. When it was set free at Denver some wind merchants and other mercantile gentlemen infringed the patent and made papier mache airships for their own use. That is why the "airship" has been seen at so many places at one and the same time. There is more than one of them in the sky, and the cigarette balloon is not the only light in the heavens by any means. The whole thing is a clever advertising dodge invented jointly by parties in New York and Chicago.

The St. Louis scientists who were yesterday mystified at the appearance of the so-called airship did not wait to look for a solution of the problem in the darkened heavens last night. At one of the institutions visited by a reporter the professor of science was just getting ready to make some observations. "Oh, you want my opinion about the air-ship, do you?" he asked of the newspaper man. And then he started out to express great doubts, but said he was about to take a peep at the heavens through his telescope. He was saved the trouble and told that the whole thing was a well-planned cigarette advertisement.

"Well, well, well," he laughed, "and here I've been worrying my astronomical brains out looking for some explanation of this wonderful aerial body. But you know, I did not place much confidence in the reports I heard, and I accept your corroborative evidence with much pleasure," and he heaved a sigh of relief, as he removed his instruments and postponed his investigation.

Several other scientists laughed heartily when they found out that it was all a huge joke--on them--but they didn't like the idea of having talked so seriously for publication on the subject. "That aeronautical crank in Chicago," said one of the scientists, "is right; badly fooled, ain't he? I suppose he'll think now that the 'object of the mystery' is to arouse great interest in a certain brand of cigarettes. Don't you know, most astronomers and aeronauts, too, like their little smoke, and maybe that fellow indulges in the 'coffin tax.' Yes, yes, it's a mighty big 'ad,' and the airship really seems to have gone up in smoke."

Saw the Airship in a Field.

Omaha, April 12.--The first case reported in which the airship has been seen on the ground comes from Wolf Creek township, Iowa, just across the river. Richard Butler, a very well-to-do farmer, gives this version:

"I was driving home Wednesday night, when I ~~xxx~~ observed a light in a field close to the road. I knew no house was there, and stopped to investigate. The light had a glow more like that of an electric lamp than the kerosene burners usually employed by the residents of

the Wolf Creek district."

Butler strained his eyes and was astonished to see a dark mass, through the windows of which the lights shone. He describes it as a long, narrow car, resembling a corset box in shape, but perhaps 30 or 35 feet in length and 6 or 7 feet in width and height. Over this car floated a cigar-shaped bar, horizontally placed, of about the same length as the car and 6 or 10 feet thick at its greatest diameter. Whether there were sails or steering apparatus Butler can not say, for at this moment his horses caught sight of the ship, bolted precipitately for the opposite side of the road and tumbled wagon and driver into the ditch. By the time Butler had crawled from the wreck and regained his feet, the machine was moving briskly in a southerly direction, and at the same time ascending at an angle of about 45 degrees. Butley watched it out of sight and continued his way on foot. Several hundred Omaha persons can easily be found who saw the ship Wednesday.

Danville Saw the Balloon.

Danville, Ia., April 12.--(Correspondence.)--Citizens here saw The Hawkeye balloon about 9 o'clock Saturday night and several thought it was the airship sure.

Hawkeye's Balloon at Fairfield.

Fairfield, Ia., April 12.--(Special.)--The balloon which was sent up by The Hawkeye last Saturday evening, passed a little towards the northwest of this city last Saturday evening a little after 9 o'clock. There was quite a number of citizens who saw it and a large number of these claim that it was the airship.

1897 April 13 (Tues) Council Bluffs, Ia., Globe, p. 4.

The Air Ship Craze.

In these days of marvelous discovery aton that hasn't seen the airship isn't in the procession at all. Making its debut in Kansas, this ethereal performer has played to big audiences every night in the week. And the most wonderful fact about these performances is that they have been witnessed on the same evening at the same hour, by deluged audiences in Chicago and Omaha, notwithstanding the air ship was only 600 or 1,000 feet high. Possibly the following special from Burlington may throw some light on the subject:

"Burlington has seen the air ship. It passed over the city at 8:30. The town is talking of nothing else. The newspaper telephones have been hot with messages about it all evening. There are one or two people in the city, however, who are quietly enjoying the excitement, and they feel well repaid for the trouble and expense they went to to secure a paper balloon and sent it up outside the city, so that the breeze would carry it over the business portion. These gentlemen, believing there was more imagination than anything else about the air ship, concluded to try an experiment. They secured a paper balloon and sent it up at 8:30. The streets happened to be full of people and hundreds of them saw it sailing over their heads. The cry of "The air ship," "The air ship," went up, and intense excitement followed. The returns began to come in from outlying towns, telegraphed or telephoned, about the air ship. The descriptions were identical with those sent out from other cities--green, red and white lights, wings, etc., all included. Even people in Burlington swear they saw colored lights accompanying the white light. The experiment was a blooming success."

At Dubuque a prominent citizen was out scanning the cerulean vaults of heaven in search of the monster when, like a ravenous vulture, it swooped down upon him, and he barely had time to crawl into a scuttle hole.

As usual, though, Chicago is ahead, claiming to have kodaked the star actor during its last performance before the admiring multitudes of that city.

1897 April 13 (Tues morn) Des Moines Leader, p. 4. (card 1)

ANOTHER WONDERFUL TALE. / Sweet Strains of Music Proceeded From the Airship at Fontanelle.

Fontanelle, April 12.--The people of this locality have been incredulous as to the news of the now famous airship until tonight, when the most incredulous stood in awe before the apparent fact. At exactly 8:30 this wonderful aerial visitor put in an appearance and created consternation among the people. It came from the southeast, having been sighted at Bedford at 5:30. It was not more than 200 feet above the tree tops; the headlight an olive green and the whole machine could be distinctly seen. It was about sixty feet long and the vibrations of its wings could be plainly seen as well as the working of its machinery heard. Sweet strains of music could be heard, indicating that there was an orchestra on board. All efforts to hail the ship were futile. It passed here at ten miles an hour, but seemed to increase the rate as it went toward the northwest. There is no longer doubt in this locality that the airship is the real thing and all stand in awe of this wonderful phenomenon. It was witnessed by many of the most prominent citizens, including J.H. Hulbert, S. Shoemaker, J.I. McCasbell, ex-Mayor Dr. C. B. Scott, W.F. Johnston, L.W. Wood and others.

HAWARDEN HAS 'EM TOO.

Airship Seen and Voices and Laughter of Occupants Heard.

Hawarden, April 12.--Hawarden citizens viewed the airship early Sunday morning. About half an hour after midnight Saturday night the much talked of airship passed over Hawarden in a northerly direction. Seven or eight reputable citizens will make affidavit to having seen this monster of the clouds while it was so close to the earth that they could hear plainly the working of machinery and the sound of human voices. Among those who saw the airship were Landlord Moody of the Hawarden eating house, Dr. John Peterson, B.T. French, William Swearingen, H.R. Rowley and John Gehan, sr.

Dr. Peterson and Conductor Rowley describe the airship as being of conical shape, about sixty feet long, with four sets of wings, plainly discernible. These wings apparently were located about ten feet apart and looked to be about fifteen feet in length. Two red lights were located about the stern of the ship and a large searchlight was placed in the bow. The men who saw the wonder say the light was turned upon the town for a moment. Conductor Rowley says he is confident the ship came within 600 feet of the earth, and he distinctly heard voices, among which was mingled the laughter of women. The object was in sight about three minutes. It disappeared to the north.

Guthrie Center Taken In.

Guthrie Center, April 12.--The airship fake struck Guthrie Center Saturday night about 10 o'clock. The people were all astir, straining their eyes and hunting for glasses to get a good view of the monster ship as it passed directly over town, a mile or more high. Before it was out of sight another came following up directly in the line of the first, and when the excitement was at fever heat it leaked out that they were large paper balloons fixed for the occasion and taken out of town and sent up by some young men for a bit of fun.

1897 April 13 (Tues) Iowa State Register (DesH.) p. 1, 2. (card 1)

STRANGER THAN FICTION / Read the Following Accounts of the "Air Ship" and Take Your Choice. / Difficult to Determine Between Truthful Correspondence and Fake Stories. / A Rhodes Man Who Says the Mysterious Aerial Visitor Was Drowned in a Pond. / A Fast Mail Engineer Who Traveled Seventy Miles an Hour and Was Left Far Behind. / Quite a Number of the Scientifically Inclined Who Give Good Reasons for It Being a Star. / CAN THIS BE THE AIRSHIP? / Alleged Aerial Monster Rkmw Plunges Into a Reservoir.

Rhodes, 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 hot that 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.

Maxwell, April 10.--Ed. Register: The airship was seen here about 8 o'clock last night. When first seen it was traveling in an easterly direction. When directly over the town it suddenly changed its course to a northerly one and rapidly passed out of sight. Men here whose veracity cannot be doubted, claim that there is no doubt but that this is a reality, as its appearance here was convincing proof. E.H. ALVERSON.

Earlham, April 12.--Special: The airship craze has broken out at Earlham in its most violent form. At about 9 o'clock last Saturday night a bright light was seen in the northwest by about thirty of our citizens, including many of our most reputable business men. The accounts given by those witnessing it agree substantially with the report already given in The Register. All contend that it could not have been a star, as it was distinctly seen to move and finally vanish out of sight, and several persons noticed clouds to pass between the light and the clear sky. The body of the "ship" was not seen, nor was any rumbling of machinery heard. This is a strictly temperance town.

Burlington, April 12.--Special: Engineer F.L. Bullard, on engine No. 950 of the fast mail, saw the airship. The popular railroad man states that when he left Chicago this morning, and when he reached Western avenue, he saw a huge spectacle in the sky moving along in the same direction as his train. He watched it for a few minutes, and then was compelled to give his undivided attention to his engine for five or ten minutes, and when he again looked out the monster was some distance ahead. He stated that the train was going at the rate of seventy miles an hour at the time, and when they reached Lisle, Ills., the ship was lost sight of, being many miles ahead. Mr. Bullard thought that this aerial schooner must have been traveling at the rate of 100 to 150 miles per hour.

Fort Dodge, Iowa, April 11.--The alleged airship was plainly visible here last night between 8 and 9 o'clock, and while in sight was viewed by many citizens. The light resembled that of a strong electric light, and was whiter, brighter and larger than ordinary starlight. It was first sighted in the northern sky and moved rapidly north, and then took an extreme northwest course until it disappeared. Several old-country Germans contend that the mystery is a return of the phenomenon that worried residents of Germany over thirty years ago, and created the impression at that time that the end of the world was near at hand. The light claimed to have been visible in Germany at that time was called the "devil's army," and when it was visible brought the superstitious to their knees.

RESTED AT GRUNDY CENTER.

Grundy Center, April 12.--Great excitement was caused here Saturday evening at 9:30. The alarm was given by two small girls that a great light was to be seen northwest of the city. The news soon spread. Business houses were closed up and nearly 2,000 people assembled north of the B., C. R. & N. pond, north of here. Field glasses of every description were brought into use, also smoked glass. It was soon learned

that it was the installation of airship. It sailed over the city three or four times and the crowd went wild with excitement. It alighted south of the city in the fair grounds at 10:15 p.m. A large crowd gathered. It was a monster and caused several runaways. An inspector came out and oiled it up and it was also tested. When the gate was opened two ladies and gentlemen stepped out and shook hands with the excited crowd. The manager inquired where they could get a good supper and were escorted to the hotel. After a bountiful repast the parties departed in a northwesterly direction by the sweet strains of Prof. DeWied's band.

Brooklyn, April 12.--The noted "airship" star was seen here Saturday evening about 9 o'clock by quite a number of our soberest citizens. They all seem to be in doubt as to what it is; to our mind the weight of evidence is in favor of the star or meteoric theory. From the fact that it appears each evening at about the same hour, or a little earlier, and travels northward and is seen by observers located at a long distance apart at or near the same time, shuts out the theory of its being an airship. If it is a fixed star it would not change its position in relation to other fixed stars. If it is a planet of our solar system as Venus, it would change its position, but not so rapidly as most of the observers claim. It is not unreasonable or improbable that it is Venus, which has been a very bright star in that locality for some months. The jostling or wavy motion could be caused by small clouds passing over the disc of the star. The meteoric theory would make it possible for a meteor to approach so near the earth as to cause its orbital motion to cease to change and temporarily become a satellite to the earth. If so, it is much nearer the earth than our moon. We are surprised that astronomers have not settled this question several days ago. From the fact that they have reported nothing strange is against the meteoric theory, and in favor of mistaking Venus for an airship.

Bayard, April 12.--The sensation of the season occurred here when some of our citizens discovered the celebrated airship. Panora telephoned about 8:45 Saturday evening to look out for it, as it was passing over there, and a few minutes after it was seen rapidly coming this way, and then to pass over by your correspondent with numerous others, among whom were Dr. Thomson and wife, Prof. Boggs, Mrs. Smith and other[s] too numerous to mention. The light was passing rapidly in a northwesterly direction, and when it could be seen no longer we found the time to be 9 o'clock. We learn this morning that it passed over Sioux City about 7:15 o'clock. Its appearance was about like you describe it in yours of the 10th, being a bright light, some larger than the evening star, with a bright twinkle. Everybody is taking of the airship this morning. If it is a star, it certainly moves in a mysterious and rapid way, and the wonder is that some of our noted astronomers have nothing to say in regard to it, and if an airship, why should it be moving about in such a provoking mystery [?]

Grinnell, April 12.--Saturday evening a large number of Grinnell people claim they saw the supposed airship passing over Grinnell. The "thing" came from the southwest, passing over to the northwest about 9 o'clock. It was seen from different parts of town at the same time and many claim that it kept swaying continually. Some say that it would plunge down and then go up again, claiming that if it was a meteor it would go in a straight course. The light was of a bright red color and above the light there was a dark bulk of some kind. One curious thing about it is that everybody sees it going toward the northwest.

Cedar Rapids Republican: Everybody is deeply interested and all lost in wonderment. One of the most interested men in the city is Prof. C.D. Bates, of Coe College. Yesterday he said: "I am as yet deeply puzzled, as well as greatly interested over this mystery, but intend following it out until I can arrive at some definite conclusion. The idea of the mysterious visitor being a heavenly body is absurd. No celestial body could possibly act as the airship, or whatever it may be, is reported to do. I should rather incline to the belief that it is some kind of a balloon sent up by some person with the intention of getting up a sensation, but the exceeding brightness of the light together with its long continuance, seems to militate against that idea. No, I don't think it is an electric light. Such a light would require the presence of a generator and an accumulator, cumbersome machinery that could not be carried by any form of airship, so far as I can see."

Eagle Grove Times: But there seems to be no doubt that it was none other than the planet Venus. Eugene Schaefer has been watching the course of this star for some weeks, and his explanation clearly indicates that Venus was, in this instance at least, mistaken for the conception of some human brain flying through space. Venus is now the evening star; it closely follows the course of the moon. The latter body has for some time been approaching the north, until having reached its zenith in June, it will again begin to decline. Venus follows the same course further north, while also approaching laterally the sun, and in the course of a few weeks will disappear as the evening and become the morning star. Now as the star approaches the horizon, it appears to move more rapidly, while not doing so. The refraction of light caused by its passing through the earth's atmosphere is responsible for this apparent increase in motion, while actually moving no faster than before. This explains the apparent swift motion of the "air ship" and also the delusion that it was not over five miles from the earth.

Lake City, April 12.--Ed. Register: That strange aerial phenomenon that has excited the interest of so many people in Iowa and Nebraska for the few months last past made its appearance to the people of Lake City, Iowa, a few minutes before 8 o'clock last Saturday evening, April 10, 1897. When I first saw it from my office window, it was a little north of west of Lake City, and was a white bright light, very high.

Its course was due northwest. Many people here saw it, and were not excited or sensational about it. Among those that I know who saw the stranger floating in the air were: J.D. McVay, A.B. Loese, J.Q. McCrarr, F.D. Williams, George Davies, Jack Zane and C. Shuster, of this place. One man on the street told me at the time, while we were looking at it, that it was only a star, for he had noticed it for several evenings in the same place, and it was not moving; then he soon said it was a light hung to a large kite by some boys in the northwest part of town; then, as it reached farther west, he suggested it was a balloon with a light in it, as we sometimes see it on a Fourth of July fire exhibition, and think he would have had more wise reasons had we waited to hear him. It certainly was not an airship, because the white brilliancy of the light, when first seen by us, would have lighted up the apartments in which it was placed, to have given to us the outlines of the same. No fire balloon exhibition that I have ever witnessed was so bright and nothing like so high. The sky was without a cloud and very light. The stranger's movements were sometimes eccentric, and dodged out of its general line, at time.

I watched carefully, and it passed clusters of stars in its course. I was fearful of an optical delusion on my part. Other parties here could and did think they saw three or four like it. While I am not unmindful of the fact that should a person watch any bright star intently for awhile and a suggestion made that it move to one side, that appearance comes to the person who is watching it. But the visitor did move to one side now and then without a doubt, because I guarded against that optical delusion. As it receded further away from us its light became redder, but still very bright, and at last it seemed to reach the horizon.

There was another smaller light, so I was told, cut the path of the larger light and went south from Lake City. It was dim, then bright. There is no mistake about these lights. The bright one could not be a star, for it went out of sight from the time I first saw it within half or three-quarters of an hour, and at first seemed to be nearly over the west part of town. I give these observations so that a better understanding of this stranger can be had by all. There was a short, bright streak of light pointing upwards after it was some distance away, and came to view when it was in its red light place. This attended it so long as I could see it. So that I could not make a mistake, I went away from the window three times after this phase made its appearance so that my eyes accepted or created no optical illusion to the mind. The prompt of light was not great, but enough to be seen distinctly. H.R. MERCURY.

IT IS MERCURY.
Buffalo Center, April 12.--Special: The wonderful "airship" Mercury sailed gracefully through the heavens over Buffalo Center Saturday evening on schedule time and disappeared (to the gazing eye of a score of citizens who were viewing its curious antics from house tops, etc.), in a northwesterly direction, probably in the vicinity of Elmore, about 9:30 p.m. As viewed by our citizens, it displayed the regulation red and white flash lights and was a wonder to behold. The evening being clear all over northern Iowa, it was easily seen, and Swea City, LeMay, Bancroft, Armstrong, Emmetsburg, and Elmon, Minn. report beholding it. It is interesting to notice that so many people all over the Mississippi valley are taking astronomical observations the past week or two, and have seen the magical appearance and disappearance of this ship of the universe, as on this evening. It will be in Perihelion with the sun, and must a few days henceforth be seen in the morning in the northeast before the average star gazer is out of bed. Owing to the sky being cloudy last evening, "it" was not seen at this point, but "it" probably arrived on time, however, just the same, which was quite a disappointment to the writer, as his almanac scheduled "it" to throw its beacon light with greater brilliancy than at any time this spring. When first noticed Saturday night it was about 15 degrees high and in a northwesterly direction, and was viewed for about twenty or thirty minutes before it sank gracefully from view behind the horizon, and as seen through the evening mirage, it was about five or six times as large as any star seen at the time, alternately appearing to be red and then white, and to have a vibrating and swinging motion from north to south of two or three degrees, and at times would disappear altogether for a second or two and then reappear. To the writer it did not seem to disappear behind the horizon but to have faded from sight about five degrees from the earth's surface.

Burlington Hawkeye: Prof. Hough, of the Northwestern University, at Evanston, turned his gaze on the alleged airship. He did not let his imagination run riot with visions of "a locomotive headlight," the "dim outline of a steel frame airship," nor did his ear catch the "hissing sound" of the strange vessel when speeding through the air. Prof. Hough, the matter-of-fact astronomer, thought it was the erratic Alpha Orionis, a star of the first magnitude, a noted fast traveler, with a job lot of vari colored lights in its repertoire, which, in certain atmospheric conditions play fantastic tricks with imaginative sightseers. As seen without the use of glasses, the white light was the more brilliant and appeared to be oscillating as if it were a search light being swung back and forth. The red and green lights, it was said, were like the ordinary side lights required under the navigation law. The lights moved westward and soon disappeared. Alpha Orionis comes on the stage early in the evening, and its course across the heavens at about the same as that of the moon. The star is usually bright in a clear atmosphere and appears to be close to the earth, but we don't believe it was so close to the globe that our friends in Iowa could hear the "swish" of its passage through the air, as one correspondent averred. What he heard was the wheels in his head. He ought always to make the distinction. This is essential in scientific investigation. The "airship" seen at various points appears simultaneous at all of them in the same longitude, and displays the

same characteristics of lights, brilliant white, green and red, and gradually disappearing. The illusion was perfect, and it is not surprising that many people were led to believe it a veritable airship, especially as many experiments are being made with flying machines, some of which have attained to an encouraging degree of success justifying the belief that in the near future aerial navigation, to a limited extent, and under favoring meteorological conditions, will be practicable.

Since writing the foregoing, the "airship" has passed by Burlington, as a "ship in the night," and has been seen by hundreds of our citizens. A full account of the event will be found in our local columns. This indisputable fact (in the language of the old-time printer), "knocks galley west," our learned exposition of the mystery founded on Prof. Hough's statement. For the nonce, science retires to its roost and awaits developments. Science has often done that and is an adept at retreat. That which has passed as a scientific truth in one generation has been renounced as heresy in the next. An exact science is unknown, perhaps unknowable.

Marshfield, Wis.

Milwaukee, Wis.

Dubuque, Iowa, April 11.--An object believed to be the mysterious airship passed over Dubuque after midnight last night. It was seen at Green Island at 10 o'clock and at Bellevue at 11.

Bloomington, Ill. (Daylight sighting)

Kinmundy, Ill., April 11.--The famous airship passed over this city at about 8 p.m. to-night, carrying a headlight with two red lights in the rear. It looked to be about 100 feet between head and rear lights.

THE REAL THING.

Fontanelle, April 12.--Special: The people of this locality have been incredulous as to the news of the now famous air ship until to-night, when the most incredulous stand in awe before the apparent fact. At exactly 8:30 this wonderful aerial visitor put in an appearance and created consternation among the people. It came from the southeast, having been sighted at Bedford at 5:30. It was not more than 200 feet above the treetops, the headlight an olive green and the whole machine could be distinctly seen. It was about sixty feet long, and the vibrations of its wings could be plainly seen as well as hearing the working of its machinery. Sweet strains of music could be heard, indicating that there was an orchestra on board. It looked as though there might be room for another set but all efforts to hail were futile. It passed here at ten miles an hour, but seemed to increase the rate as it steamed toward the northwest. There is no longer doubt in this locality that the air ship is the real thing, and all stand in awe of this wonderful phenomenon. It was witnessed by many of our most prominent citizens including J.H. Hulbert, S. Shoemaker, J.I. McCampbell, ex-Mayor Dr. C.W. Scott, W.F. Johnston, L.W. Wood and others.

SAYS HE IS THE AIRSHIP MAN.

(Offers to buy)

1897 April 13 (Tue) Iowa State Register (Des M.), p. 3. (card 1)

HAD AN AIRSHIP OF THEIR OWN / Some Practical Jokers Sent Up a Fake Airship and Fooled Hundreds of People. / It Was Cleverly Made and Created Much Excitement--It Finally Caught Afire. / Part of the Mystery Surrounding the Sights Which Have Been Seen Here Explained--An Aerial Torpedo Got Loose.

Some practical jokers who live on the east side had a great deal of fun at the expense of the public on Sunday night and by a cleverly executed trick they made hundreds of people believe that a full sized and rigged airship was whirling over Des Moines.

The men who perpetrated the joke obtained three large paper balloons about five feet in diameter. They fastened them on a light board so that the balloons were supported by several feet and then when all was in readiness they inflated the balloon down in the seclusion of Coon river bottoms and started it on the journey.

The balloons, or rather the airship, rose very rapidly and was soon some 200 yards above the earth. When it reached that height it struck a current of air bearing northeast and leading directly across the east side. This was just what was wanted to make the joke complete. The current of air was a strong one and in less time than it takes to tell it the airship was sailing down upon Des Moines at a terrific rate of speed. Hundreds of people saw it coming and watched it very closely and hundreds of people were converted to the idea that there really was an airship sailing over our heads. But unfortunately the little airship caught fire and in a few minutes came down to the earth. If it had not caught fire there would have always been hundreds of people in Des Moines who would have sworn to their dying day that they had seen an airship.

THE AIRSHIP MYSTERY SOLVED.

One of Rich's Aerial Torpedoes Broke Away During the Experiments.

It has just been discovered that one of the mysterious airships that has been seen for the several weeks past in different parts of the state belongs by rights to Des Moines. During the latter part of February last a field trial or test of the Rich aerial torpedo balloon was given by the promoters of the enterprise, a full description of the test and trial of which was given in the columns of The Register at the time.

It now appears that an accident occurred that was not mentioned by the men in charge at the time, they feeling rather chagrined in having the accident. It is now learned that out of the number of aerial torpedoes made, there was one of unusual size, the intention of the promoters being to have this one ascend in as near a perpendicular line as possible for the purpose of ascertaining the depth of the lower strata of air current, and in order to obtain this result a balloon of strong

ascending power was required, which was regulated by a ballast of sand.

The accident occurred on the first day of the field trial, the day being cloudy and a moderate breeze blowing from the northeast. The balloon part of the torpedo, after being inflated, was held in the usual manner by a couple of farmers who lived in the vicinity. The torpedo case holding its ballast of sand had been adjusted to the balloon part and the electrical igniting device which explodes the gas in the balloon at the proper time was about to be inserted in its metallic case in the lower end or neck of the balloon when one of the young farmers holding the guy rope accidentally released his hold, and in a flash the balloon with its charge of sand was ascending skyward and in a few seconds was among the clouds, sailing in a southwesterly direction.

The aerial torpedoes with their explosive case and equipment are painted a jet black and highly varnished, and a strong light reflecting upon its surface would naturally throw out a light of various colors similar to those of a large prism around a gas shade. This would account for the many different colored lights seen by the citizens in the various cities and towns over which the aerial torpedo with its ballast of sand passed in its aimless wanderings. Being confined to the lower air current and controlled solely by the ever changing air stream no doubt it will continue to appear and disappear in different parts of the country until the heat of the summer sun expands the confined gas to the extent of bursting the huge envelope, which will result in furnishing some lucky citizen with enough material to construct an outing tent or an awning for his premises.

1897 April 13 (Tue) Evening Times-Republican (Marshalltown, Ia) (card 1)

SWIFT IN FLIGHT. / The Airship Runs a Race With the Burlington Fast Mail Train. / Wins With "Wings Down" and Didn't Half Try--Was Seen by Many. / A Rhodes Man Claims It Was Wrecked in a Pond There--The Latest. / Special to the Times-Republican.

Bancroft, April 13.--The mysterious airship was seen, or rather it lights were seen, Saturday evening. It was first noticed northwest of Bancroft by the citizens, who watched it growing dimmer, which it did rapidly. As its course was for Sioux City, two miles away, the telephone operator was notified. He dropped his phone as soon as airship was mentioned, but soon returned to say that it was south of town. He notified the operator at Armstrong, who is twelve miles west of Sioux City. By the time that gentleman got out it was south of that town, having taken but three or four minutes to go the twelve miles. Algona was called up and discovered it in the northwest. Estherville, twenty miles west of Armstrong, soon sighted it and reported to Bancroft. It had now passed by Estherville and was apparently heading for Spirit Lake, twenty miles further. Having lost sight of it now we in Bancroft went to bed, but Armstrong and Svea City reported it as having passed back by them at about 1 o'clock. There was great excitement.

WILL INVESTIGATE. / Holstein Correspondent Thinks Airship Theory Possible, but Not Plausible. / Special to the Times-Republican.

Holstein, April 13.--Is it prudent to say anything about the airship? We had a little experience Saturday night that may add to the current news about it. About 8:15 I was reading the accounts in the Times-Republican to some ladies at home and went out of doors to see if it was visible. There it was in the northwest about one-third of the way up from the horizon to the zenith. It was a bright light of a reddish color, resembling lamp light, about six inches along the bottom and of nearly the same height, only projecting upwards at the upper right hand corner. It in no way resembled the light of a the different stars either in size, color or brilliancy. The ladies came out to see it, also our station agent, Mr. Woodburn, and his family. We were all of the opinion it could not be starlight. It remained stationary fully half an hour. I then started down town to get others to look at it. It gradually descended and moved northwest.

Dr. Smith and C.L. Wilson, druggist, came out and we watched it sink and disappear in the west. I am not prepared to say it was or was not artificial light, but all of us who saw it incline strongly to the belief that it was. I shall carefully watch the same point each clear night, and if it appears again at or near the same place in the heavens it will establish the fact it was a peculiar star. If it does not, or appears at some other point, it will strengthen the belief that it was artificial light and the airship theory receive material support here. It was seen from Calva, the next station east, at the same time and place. In this age of freaks and folks it is not wise to swallow things of this nature too readily. Still we must not too rashly turn our backs on and sneer at scientific possibilities. Too much has been accomplished once thought impossible. Jules Verne's Nautilus, once jeered and hooted at, is now verified and in practical operation in submarine navigation. Why not aerial navigation? DROWNED AT RHODES. / A Man from that Town Says the Strange Ship Was Wrecked There.

Rhodes, April 13.--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. Saturday 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. P. 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 had 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 can be raised out of the water a full description of the machine will be sent. JOHN BUTLER. / Saw it at Wesley. / Special to the Times-Republican.

Wesley, April 13.--The wonderful airship we have been reading about being seen in different parts of the state of late has been seen twice in the vicinity of Wesley during the past week. On Friday evening about 5 p.m., a couple of our prominent ladies, on their way to a cottage prayer meeting, noticed something flying along in the sky and as it came nearer they saw that it was what is supposed to be an airship. They described it as being about twenty or thirty feet long, with a window in the side showing a red colored light. They watched it for a few minutes as it moved in a northwesterly direction as it passed by their view, and it showed a large round red light at the rear end. Last night at 8:30 p.m. our railroad agent received a message from the agent at Garner to look out for the airship. It was coming west. He came into the hotel at about 9 o'clock and told the proprietor of the Sherman House about it. They went out to look for it, and it was not long until they were rewarded for their trouble. It was seen east of the town and moved off in a southwesterly direction out of sight. Those who saw it are very enthusiastic over it and are sure that it is a real airship.

At a Terrific Rate. Burlington, Ia., April 13.--Engineer F.L. Bullard.... Saw it at Melbourne. / Special to the Times-Republican.

Melbourne, April 13.--A number of our citizens claim to have seen the air ship. At 9 o'clock Saturday night A.H. Miller, lumber merchant, had just entered the house when his son Ed called him to the door to see what they seem to think was the airship. A large, blood red light was plainly visible, bearing to the northwest. It was not over 200 feet high, and was moving rapidly and was soon lost to sight. Quite a number can testify to seeing it. Says It's Venus.

Clinton, April 13.--There was considerable excitement here last night when a thousand people were looking at the airship. Professor Freeman, an astronomer here of much note, put his large glass on it and found it to be the planet Venus, which is very brilliant just now. The sky at the time was very favorable for a view of it, also of Jupiter and three of its moons, which were directly overhead.

~~For Home and Special to the Times-Republican.~~
~~Corner of the ...~~
Saw the Airship. / Special to the Times-Republican.

Algona, April 13.--Algona people saw what is called the "airship" Saturday night. It created considerable interest. 1897 April 14 (Wed) Burlington, Ia., Hawk-Eye, p. 7. (card 1)

AIRSHIP LOG / Reflections and Comment From Near and Distant Points. / People Concede That One Cannot Believe All One Sees--Press Comment on the Hawk-Eye's Demonstration of a Fake. /

"Although I had read in the Hawk-Eye that a balloon was to be sent up from the Hawk-Eye building last evening, I was astonished to see now easy it would be to believe that the balloon was an airship," said a North Hill man yesterday. "The second balloon sent up on Monday evening continued to rise higher and higher until, when it passed over Bonn's Garden, it looked to be 1,000 feet from the earth. The alternate streaks of red, white and blue caused it to look as if there were at least two lights and the oscillating movement gave it the appearance of being guided by some one. No wonder the people were deceived Saturday night."

Waterloo Courier: The boys at Cedar Falls having sent up an air balloon declare they never had so much fun for 25 cents before in their lives, and are of the opinion that they are not the only ones in this quarter of the globe who have been spending their hard-earned cash in Fourth of July balloons. And their suspicions are correct, according to the Burlington Hawk-Eye of yesterday, which tells of an experiment which to members of its reportorial staff made with satisfactory results Saturday evening. /

Mt. Pleasant News: The people of Mt. Pleasant and Henry county in common with other people in Iowa, Kansas, Nebraska, Wisconsin and Illinois, have been much excited over the now famous "airship" that has persistently sailed across the heavens in plain view of the gaping multitudes. The phenomena has been attributed to snake bite, indigestion, or weak mind, by some, others of a scientific turn of mind have speculated upon anything from a meteor, to a new world just created, while some, a very few, have actually and seriously regarded it as the triumph of the aeronaut, and that the airship [is] at least a practical reality. Mt. Pleasant people have seen the "airship" twice the past week, once on Thursday night and again on Saturday night. It is also due again to-night about 9 o'clock.

Sunday's Hawk-Eye explains the situation, exonerates prohibitionists puts scientist to rout [sic], and gives the laugh to those whose imaginations ran riot with their senses. /

Keokuk Constitution-Democrat: In order to demonstrate how easily the people may be deceived in a matter of this kind, The Burlington Hawk-Eye made a test Saturday night, which in every way proved a success. A twenty-five cent paper balloon was purchased and two reporters were sent up a hill north of the city to send it off. The balloon rose gracefully and sailed over the city in plain sight. Crowds of people watched it in its course, and some of the explanations and exclamations were amusing indeed. Different features of the air ship were explained in such detail as could come only from a vivid imagination. The Hawk-Eye explains now easy it would be for traveling man to carry a dozen of these airships in his trunk and at the end of each long jump on his route go to some quiet spot and set one adrift to puzzle and excite the

people who saw it. The fact that The Hawk-Eye ~~balloon was seen as far west as Home, Iowa, proves its adaptability for such a purpose. /~~

Monmouth Review: The "air-ship neck" will have to be counted a modern malady as much as the "bicycle face" and kindred ills, if these mysterious heavenly visitors keep scaring about by day and night. Whatever it is, the airship makes an interesting theme of conversation. Of course, the fake that was perpetrated Saturday night in Burlington when The Hawk-Eye folks sent up a paper balloon and had everybody guessing, will shake the faith of some. /

Galesburg Mail: In Burlington the efforts of the residents were rewarded by seeing a dull red light pass to the north. Then it was found that ~~some~~ some youngsters had been sending up balloons, and they declared the ship was a fake. Galesburg people say that the light seen here could not come from such a source, and also ask an explanation for the green lights. /

Dubuque Telegraph: Burlington has seen the air-ship. It passed over the city at 8:30. The town is talking of nothing else. The newspaper telephones have been hot with messages about it all evening. There are one or two people in the city, however, who are quietly enjoying the excitement, and they feel well repaid for the trouble and expense they went to to secure a paper balloon and send it up outside the city, so that the breeze would carry it over the business portion. These gentlemen, believing there was more imagination than anything else about the airship, concluded to try an experiment. They secured a paper balloon and sent it up at 8:30. The streets happened to be full of people, and hundreds of them saw it sailing over their heads. The cry of "The air ship! The air ship," went up, and intense excitement followed. Then returns began to come in from outlying towns, telegraphed or telephoned, about the air-ship. The descriptions were identical with those sent out from other cities--green, red and white lights, wings, etc., all included. Even people in Burlington swear they saw colored lights accompanying the white light. The experiment was made to test the credulity of the people, and was eminently successful. /

Green Bay Airship a "Fake." Green Bay, Wis., April 13.--The wonderful airship seen above this city Saturday night proves to have been simply a huge practical joke worked on the unsuspecting public. It consisted of a large hot-air balloon with a rod across the bottom, to which were attached two Japanese lanterns. It was sent up about 9:30 o'clock by several well-known residents, and to those who were not "on the inside" it looked like a veritable airship. Many claimed they could see the body of the thing, with rudder and wings. It caused intense excitement. A suburban resident now has the remnants which landed in his yard about 10:30 o'clock.

Photographed the Airship.

Chicago, April 12.-- 1897 April 14 (Wed) Iowa State Register, p. 8.

THE "AIRSHIP" IS SEEN AGAIN. / Spectators Heard the Wheels Go Round and Saw Persons.

Jewell, Iowa, April 13.--Special: The people of this place were greatly excited last night by the appearance of the so-called airship. It made its appearance in a westerly direction at about 10:30 o'clock. Its course was directly over the town. The whirr of wheels was distinctly heard and sounded like the spinning of a top. Two persons were distinctly seen aboard the ship. It appeared to be constructed of a white metal with several propellers working horizontally and two large ones on either end working perpendicularly. It changed its course several times, and when about three miles northwest of here it circled around Mud Lake several times and disappeared in the northwest.

A BEMIGHTED COMMUNITY. Stanhope, April 13.--Special: The wonderful airship which has shaken this state from center to circumference, has not only not appeared in this vicinity, but none of our prominent citizens even claim to have seen it. Stanhope, we believe, stands absolutely alone in this respect.

Apropos the Air Mystery. Sutherland, W Iowa, April 13.--Ed. Register: Does the enclosed quotation refer to the air mystery over Kansas, Nebraska and Iowa? How is it that the Ft. Dodge Coffin is closed when the mystery is hovered over us? This verse says: "Our hopes, like towering falcons aim / At objects in an airy height. / The little pleasure of the gaze / Is from afar to view the flight."

Maybe this refers to the tax payers and tax eaters contest now red hot in Des Moines. We think no ulcer or leech can be either a good partisan or a patriot. / A READER. 1897 April 14 (Wed) Waterloo Daily Courier, p. 5. (card 1)

THAT 'ERE AIR SHIP. / THE LATEST PRODUCTION / Of a Wild Imagination Concerning the Wanderer Lies at the Bottom of Iowa River. / The Latest Stories.

Considerable excitement was created in Cedar Rapids yesterday by the report that the mysterious airship had landed in the yard of A.R. Foote, the rental traveling auditor of the Burlington, Cedar Rapids & Northern. Many people visited the place and viewed the wonder. This is no joke.

But it seems that Mr. Foote has not captured the only one of these aerial wonders, which have heretofore shown their liking to the popular Cedar Rapids route, for about 9 o'clock last evening the Postal

Telegram received at Clinton wired Manager Albert as follows: "That we all suppose to be the airship has just passed overhead with three brilliant lights about 1,000 feet above us. One light is green, one red and one a bright white. It is going west and you may get a glimpse of it. This burp is wild." Just after the receipt of this message the rain began to pour down here and it is supposed the navigator of the air changed his course, for he was not seen here.

First Visions of It. The first airship seen--and one that seemed actually to fly and appeared to be under the control of its pilot--within the last six months was near Sacramento, Cal., many of the inhabitants of that city declaring that about 1 o'clock on the morning of Monday, Nov. 16, they saw an airship passing rapidly over the city. Some merely declared they saw a bright light and nothing else, while others went so far as to assert they saw a cigar-shaped flying machine and heard voices from it. Some residents of Oakland, across the bay from San Francisco, declared also they saw the same sight a few nights previously. According to George D. Collins, a lawyer of San Francisco, it was (an) aerial airship and made a journey.

On Dec. 1, John A. Heron, an electrician of San Jose, CAL., in an interview, said he had been to Honolulu and back in an airship, but refused to say anything as to the inventor or the model of his machine. Heron is the patentee of a platinum apparatus.

Nothing more was heard from either of these ventures, and the public had ceased to interest itself until Jan. 2, a month later, a dispatch came from San Francisco saying that it would soon be sent up from there. This statement was made by authority of Dr. C.A. Smith, president of the Atlantic & Pacific Aerial Navigation company. The propelling power was to be a Maxim engine of 180 horse power, weighing complete 140 pounds.

The reason for the mysterious visitor sailing around so long is accounted for, as follows: It is said that years ago a ruling was made, preventing the patent office at Washington from issuing patents to inventors of airships, until the airship had been perfected and it had been demonstrated that it was practical. The reason for this ruling was that so many people were securing patents on flying machines that were worthless, that it was felt the money of these people was being taken for nothing.

IOWA FALLS, April 14.--Many people here are confident that the airship of the later-day notoriety lies at the bottom of the Iowa river a short distance above this city. Shortly after dusk last evening several people were attracted by a meteoric like flash across the heavens and attended by a whirring noise that the passage of a heavy body through the air at a rapid rate might make. The light and the dark form which seemed to follow it approached the earth at a terrific speed and parties living near the river declare that it struck the water and immediately sunk 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 theory advanced by many is that the airship while passing over this section became unmanageable and in the efforts of the people aboard to land shot downwards and plunged headlong into the river and after striking the bottom the propelling power of the ship dashed the waters into a foam. Nothing can be seen from the surface and nothing has come to the surface that might indicate the nature of the ship or its occupants, and the supposition is that the occupants were killed or drowned and with them the secret of the ship. Searching parties are now being organized to search the river and if possible raise the wreck. Thousands are expected here every hour by special trains from all parts of the compass and the whole matter has caused a big sensation. The field is a green one for enterprising entrepreneurs and the advance phalanx is expected in the morning.

1897 April 15 (Thu) Burlington, Ia., Hawk-Eye, p. 7.

LaHarpe Sees the Airship. LaHarpe, Ill., April 14.--(Correspondence.)--About 8:30 o'clock Saturday evening your correspondent, with other citizens who were on the streets, saw a mysterious light floating over the city which was promptly pronounced by those versed in aerial mechanics to be the far-reaching or sailing airship. When first noticed it was directly over the city, but gradually passed to the south and after fifteen or twenty minutes disappeared from view. The light which at times became brighter, then dimmer, gave rise to much speculation. Some believed it to be a veritable airship, of which there seems to be, judging from the press, a "school" disputing themselves among the inhabitants of cerulean depths. Or, perchance, it was the wanderer Orion digressing his parabolic path through the azure blue; or, perhaps, it was an advertising scheme in the shape of a balloon sent out by the enterprising Hawk-Eye to show which way the wind blows. I. P. to The Hawk-Eye.

1897 April 15 (Thu) Des Moines Leader, p. 3.

A Balloon at Washington. Washington, April 14--An object was seen here in the sky last night which is supposed to have been the airship. City Night Watch E. C. Norton saw it and so did W. C. Chilcote, Jr., a reliable merchant. When the night watch first saw it it was hovering over the earth, south-east of this city and seemed headed in a westerly or southerly direction. The headlight looked to be about the size of a big lantern. Various rumors in reference to it are afloat. Frank Brinton, airship inventor, has been missing from his home near here for about ten days and many think he has completed his craft and is plowing the atmosphere over his native country. He is a very peculiar man, and had been working at his airship for nearly two years, and he may be perfecting his machine before exhibiting it to the world. There has been much speculation over the mysterious craft today.

1897 April 15 (Thu) Des Moines Register, p.

The "Airship" a Reality. Winterset, April 14.--Ed. Register: The airship, which has been the center of interest to the greater part of the Iowa population for the past week, had up until last night treated Winterset people with contempt, not even casting a single red or green flicker which the most distorted imagination could form into the aerial monster. But the motorman of the machine evidently became conscious of the eagerness with which many eyes in this ~~town~~ town scanned the northwestern heavens, for last night it appeared on schedule time, 8:30 o'clock, and before it had disappeared from sight hundreds of responsible citizens had had a good view of the machine. It was traveling very slowly and very near the ground, barely clearing the dome of the court house, directly over which it passed. The construction of the mysterious machine, as nearly as it is possible to describe it, considering its not remaining long enough for an exhaustive examination to be made, is as follows: In appearance it was a veritable ship such as sail the water, but was of rather small dimensions, being not more than 150 or 200 feet in length. The hull of the vessel was composed of a dense cloud, the mast and ropes were sprays of mist, while the sails of light fog flaunted gayly to the breeze. It was of the most modern and approved pattern, capable of a speed of from fifty to sixty knots per hour, and stated by some to be even greater. It was manned by Charon and a son of Noah, who seemed to have it well in hand, and to be thoroughly ~~acquainted~~ acquainted with its workings, probably on account of their long experience in the science of navigation. It had the appearance of being a passenger boat rather than a man-of-war, and quite likely belonged to the line of which the "Flying Dutchman" is the most noted example. I have now given as complete a description as the bounds of truth and veracity will circumscribe. The people here no longer doubt the reality of the airship of which the papers have recently ~~mentioned~~ mentioned said so much, and which up to last night had been received only as an immense joke by them.

TEETH LOVING CITIZEN.

1897 April 15 (Thu) Iowa State Register, p. 2d.

Captured at Audubon. Audubon, April 14.--Special:--At [10:59] last night, as our city marshal (Nate [C]arper) was going home (we don't know where he had been), he was hailed by Mr. "Clinton" Sreinsman, of the Omaha invention. Thus: "Say, pard, can you tell me where I can get an empty building I can get in the balance of the night?" "Yes, the C.R.I. & P. Co. has an empty engine house here you can get in." Our marshal opened the door and it suited Mr. "Clinton." Our marshal had a long talk with Mr. "Clinton" in regard to the free advertising he is getting. He said that John Bucler, from Rhodes, had either been drinking or else he wanted to hurt his reputation in what he said about going down in the C.M. & St. Paul reservoir. He says, "Of course, I stopped there to get water." Anyone wanting to see this machine can see it by going to Audubon to-day. Mr. "Clinton" will ~~be~~ descend at 6 p.m. today. Or any inquiries will be cheerfully answered by addressing City Marshal, Audubon, Iowa.

Maxwell, April 1[2].--Ed. Register:--In the small hours of Saturday morning, when the village was sleeping in sweet repose, down by the cheese foundry might have been seen a crowd of boys busily engaged in putting a fire into a balloon. Soon the monster of the clouds went up into space and sailed away in a northwesterly direction. As Chas. Bartlett was returning from his nightly visit to the grog shop, the sole possessor of a huge rectangular jag, he espied the fiery monster and set up a howl that started the whole village. Men, women, and children scantily dressed rushed into the street and demanded the cause of the disturbance, but before he could explain to them that "he had seen the airship, it had disappeared. He was so excited over the thing that he at once reported it to The Register, but in his excitement forgot to sign his own name. E. H. ALVERSON.

1897 April 16 (Fri) Burlington, Ia., Hawk-Eye, p. 2.

AIRSHIP POSITIVELY SEEN. / ~~XXXXX~~ Makes a Short Stop Near Birmingham, Iowa. Birmingham, Ia., April 15.--(Special.)--Between seven and eight o'clock last night a monster object was seen approaching in the distance from a southerly direction. When first seen it was descending very rapidly from a great height, but on nearing the earth, descended more slowly, and alighted in a meadow lot three-quarters of a mile west of this place. A large crowd of men and ~~many~~ boys started for the scene, but when within about a hundred yards from the ship it slowly rose, with a very loud whirring sound, as if of fast revolving wheels or fans, and sailed slowly away in a northwesterly direction. It was quite moonlight, and two men could be distinctly seen. The structure looked to be nearly 100 feet long by about twenty feet high in the center, tapering down at each end, and was lighted in colors. There were two smaller lights, one red and one green, and the larger one or headlight, which hung suspended from the end, about eight feet below the prow of the ship. One of the men carried a lantern which he waved as the ship ascended, but which disappeared soon afterward. It was watched by many people here till it went out of ~~axign~~ sight, who will testify to the truth of the statement. / WM. H. WALTERS. / SAW THE AIRSHIP, B'GOSH. / Two Illinois Farmers Make Affidavit to the Fact.

Springfield, Ill., April 15.--Adolph Winkle and John Hulle, farm hands, have made an affidavit that the air ship landed two miles north of here at noon to-day. They visited the ship and conversed with the inmates--two men and one woman. They repaired the electric apparatus and the searchlight and machinery. They said they came here from

Quincy in thirty minutes, will make a report to the government when Cuba is declared free. The ship and its occupants left for the south at 1 o'clock this afternoon. Their farmers' description is similar to the description heretofore given. /

Looking for the Airship.

Morning Sun, Ia., April 15.--(Correspondence.)--Word came from Keithsburg last evening that the airship had been seen, and it was headed toward Morning Sun. Everybody had his best girl, and was on the watch. Some even went to Wapello, thinking they might have a better view of the monster, but, alas, no airship appeared.

1897 April 16 (Fri) Cedar Rapids (Ia) Evening Gazette, p. 1.

IS A CLEVER FAKE. / Airship Comes Down at Waterloo with One Passenger--His Companion Drowned in the Cedar. / Damage to Machinery Brings the Mysterious Voyager to Earth--Is Visited by Thousands. / Thousands Were Hoaxed.

Waterloo, Iowa, April 16.--The mysterious airship landed at Waterloo at 3:59 o'clock this morning. There was a break in its compressor machinery. It lies now on the river bank on the old circus ground near the B.C.R. & N. track.

One man came down with it. He gave his name as Jourgensen. He said he had a companion, Prof. Stormout, when the ship started from San Francisco March 25.

Prof. Stormout fell overboard just before the ship landed, and is lost in the Cedar river.

The ship is in the shape of two large cones, with cabin and operating machinery between them. It encountered severe storms, but stood them well. Jourgensen is a tall, thin man 55 years old.

Thousands of people are visiting the spot where the mysterious thing lies.

The following telegram was immediately sent out by The Gazette, addressed to the Courier:

TELEGRAM.

Cedar Rapids, Ia., April 16, 1897.
To the Courier, Waterloo, Iowa:

Are you all drunk up there, or was that airship carried out to the fair grounds for exhibition purposes at so much per head? Wire us quick special giving personal opinion. We want 500 words of news, but no rot. / THE GAZETTE COMPANY.

To this an answer was returned as follows: / Waterloo, Ia., April 16, 1897. / Gazette, Cedar Rapids, Iowa:

The airship has two cigar-shaped cylinders, canvas-covered, thirty-six feet long and seven feet in diameter at the largest part. It has also a screw propeller and fins along the sides. It is now being viewed by thousands. It lies on the river bank and there is no charge to see it. It is a most excellently executed fake. / COURIER.

1897 April 16 (Fri) Council Bluffs (Ia) Daily Nonpareil, p. 2.

Saw the Airship. / Citizens at Underwood View the Machine That Flies. / Special to the Daily Nonpareil.

Underwood, Ia., April 15.--A very peculiar and brilliant light was seen to pass over this city last night about 9 o'clock. It came down quite low to within a few miles or so of here and then it ascended and when it was directly over the city it was quite high. After it had passed over it went down ~~xxxx~~ much lower and the shape of the machine could be seen distinctly. It was like a boat and had something on each side which seemed to be wings. It was brilliantly lighted and could be easily distinguished from the stars, even at its greatest height. At least two reputable citizens saw it and it was watched until it disappeared in a northeasterly direction.

p.3--If that airship cannot be controlled by any other way why not try the interstate commerce law on it?
17,2 aights at Waterloo / 17,3--Is there any bottom to that airship?
18,3--Tom Collins would be a perfectly good name for that airship.

1897 April 16 (Fri) Daily Nonpareil (Council Bluffs, Ia.), p.5. (cd. 1)

AIR SHIP APPEARS / CROWD VIEWED IT OVER THE OPERA HOUSE LAST EVENING. / RED AND GREEN LIGHTS ORNAMENTED THE "CRITTER" AND THERE WAS MUCH WONDERMENT AMONG THE STAR-GAZERS--STRANGE AND MYSTERIOUS MESSAGE DROPS FROM THE VESSEL, IN WHICH MANY PEOPLE FAMILIAR TO COUNCIL BLUFFS ARE KNOWINGLY REFERRED TO. /

A large crowd enjoyed the gyrations of the air ship in the region above the opera house last evening. From twenty-five to 100 persons enjoyed the sublime spectacle and a field glass procured by one of the more fortunate members of the assemblage was passed along from one pair of eyes to another with eager curiosity and keep enjoyment plainly written on the faces of the company in the same manner that a physiognomy changes in one of the "before and after" advertisements. The ship had the appearance given it by the paragraphs and, in addition to the outlines commonly credited to it, indulged in a pair of peculiarly beautiful lights, one red, the other green. Of course this feature held a great deal of attention and many were certain that it was none of the ordinary sort of airships, but was a new evening star or something. This idea met with ill favor, however, and by far the greater part of the congregation was convinced it was nothing else than the real thing.

A reporter for the Nonpareil was on the ground, being in that respect similar to the remainder of the crowd, but in addition to this, while peering through the strong glasses, he had thoughtfully borrowed from the horse race critic, he noticed a small package drop from the corner of the ship in which the green light was located, and fall rapidly and in almost a straight line to the ground. Noting the location

of the point where the object ~~xxx~~ appeared to land and getting its astronomical position as related to the various constellations above, he carefully vended his way to the north end of the Eighth street bridge over Indian creek, where, as had been expected, the parcel was found, tied in manilla paper with a piece of red and white string, similar to that used by earthly druggists.

Since it was addressed to no one in particular, the reporter opened the package and perused with considerable interest its contents, the whole being written on a rare old parchment in a laboriously exact hand, and the greater part of it relating to people known to Council Bluffs. The mystery was, of course, deepened by this discovery, and there has ever since been in the receptive mind of the reporter a feeling of dread uncertainty not unminged with fear and akin to that which seizes the editor when the "bad man" of the town sends up a note that he will call in an hour.

WRITER KNEW HLEN.

The fact that the first paragraph stated Mrs. Helon O. Wheeler-Peterman-etc.-Pryor was at present located in Chippewa Falls, Wis., may give the reader some key to the mystery of the package, and again it may not. Mr. Pryor was well and happy, the parchment declared, and was casting about to see if there were not more husbands and towns she could conquer in that easy manner which has characterized her conquests of the past. Her late fall out of Des Moines, where she had spent the comfortable bank account of a drug clerk, or was alleged to have done so, at least, was sketched briefly, and it was said that there was some prospect of her making up with one of her numerous ex-husbands and rebuilding a ruined home in Minnesota.

Tom Dawson's name was noticed, in the next paragraph, and, on wading through its rather wordy depth, it was found that he was in Washington and had the secretaryship of the Paris legation on one end of a string and was holding fast the other end. This, the parchment averred, was the reason he had not returned home yet. He was something like the boy following the calf around the barnyard, holding its tail, who couldn't let go because it was all he could do to hold on.

Frank Compton's whiskers, said the historian of the airship, further on in his scoll (scroll), had last been sighted in New York, where they were being woven into a rug by a progressive furrier, who had found it (much) cheaper to manufacture rugs of gunnysacking in this manner than to make them of genuine animal skins, the public being even better pleased with the new than the old product because of the lessening of the tendency of the hair to pull out. The peculiarly stiff curl at the end of each whisker from Compton's beard, it was stated, seemed calculated to make an especially desirable rug so far as this question was concerned. Their very rich and glossy black was also greatly admired.

"Local Health Officer McCrary's new show polish has been introduced in Chicago, but owing to the peculiar shape and extraordinary size of the pedal extremities of the residents of that metropolis or from some other cause it has not been a great success," proceeded from the veracious parchment. It will be remembered that McCrary did not make a great success of his first venture with the new polish, but that was undoubtedly from "some other cause."

NOT A SUCCESS.

After disposing of this subject, which he dilated on at considerable length, the historian proceeded: "Cocking mains are now being held at an obscure point across the river from Council Bluffs, owing to the recent action of the police in your city, and they are enjoying a wonderful attendance. On a recent evening one of the largest crowds of the season turned out and enjoyed fifteen or twenty rounds of fierce and rapid fighting, but still the show in general was not esteemed a success, as Jack Whittaker was unable to be present."

"Your old friend, Lady Fitzgerald, is in Kansas City and her dapper little lordship is close 'by her side'--in fact, she never lets him get out of sight nowadays, for fear some other widow will abezzle him. He still tells in mournful tones, it is said, how he was robbed within a few hours of his marriage of all the ready cash he possessed, something like \$400, in Omaha, and they have been obliged to defer their voyage homeward to the estate of Glendalough, county Wicklow, Ireland, until they can save enough to pay the freight, which, of course, will be no small item."

"The circulation end of the New York Journal is anxious to have an interview with Capt. Fraser, now sojourning in your city, and though the department is organized for circulation it, in this instance, desires to stop circulation. The captain is advised to solicit subscriptions for some other paper hereafter."

THOSE STOCKINGS.

"The petition of Mrs. Mynster for an order of court compelling her husband to allow her more stockings, has been placed on file by the celestial council of which the writer of this is the secretary. It is thought the request cannot be acted on here because of lack of jurisdiction and that Judge Smith of your city will probably have to pass on the matter."

"The various hats of Ed. Rogers who, we are informed, runs a wet goods emporium on Broadway, Council Bluffs, was to have won if the manufacture bill had not passed, are still on hand, and will be delivered to the other fellows on request."

Seeing that the parchment was still slowly unrolling and gave no signs of nearing the end, the reporter, noticing that the hour was getting late and fearing that two moons would soon appear behind the postoffice clock tower, where there should be but one, beat a hasty retreat for the office and turned in his scopol.

1897 April 16 (Fri) Des Moines Register, p. 3. (card 1)

AROUND THE WORLD IN AN HOUR / Forest City Man Writes an Interesting Account of the "Airship" / Was Picked Up by the Aerial Visitor and

Take. Completely Around the World. / Entire Trip Occupied But an Hour-- Scientific Description of Vessel That Goes at Lightening Speed. / TALK A RIDE IN AN AIRSHIP. / An Iowa Man Demonstrates the Possibilities of Aerial Navigation.

Forest City, Iowa, April 12.--Ed. Register: It is not often that an ordinary human being could expect to be so fortunate as to successfully ride, sail, glide or fly through the air at the rate of about 100 miles per minute, safely, pleasantly and without the least impression that we were like meteors crossing and recrossing the continent in an hour.

The all absorbing thought of the possibility of human genius being able to construct a device that would overcome gravitation, friction, and the many obstacles in the way of navigating the air was consuming me as I was leisurely walking through the streets of our quiet city at a late hour last evening.

It was very far from my mind at that time, that in less than an hour I would have crossed the continent in the great airship, and again be returned to the very spot where I embarked upon the most thrilling and eventful voyage ever vouchsafed to a human being subject to all the natural laws of our present environment.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

"The principle upon which this ship is built is simply this: It is always kept level. Here you see in this glass is a tube partly filled with quick silver. Upon every turn you will see little tubes. This is the real secret of our device. As the ship inclines these levels automatically adjust the () ing compressed air, which keeps

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

The door opened and I stepped out at the very spot where I started on this most wonderful and interesting trip, a detailed account of which I hope to give as soon as I recover from my surprise. VOLMER. 1897 April 16 (Fri) Des Moines, p. 10.

THE AIRSHIP IN PARIS.

The airship is still in the air. This creature of the imagination has found its way across the ocean. The Figaro, one of the leading publications of Paris, has been discussing it seriously and the discussions have been cabled back to the New York papers. The Parisian journal takes a great deal of interest in the American invention. It says that at least a dozen prominent men of science in Europe are working on the problem of aerial navigation. Some of them have made more progress than others, but none as yet has solved the problem. The Figaro holds that the news which comes from "western America" may be reliable.

The confidence in aerial navigation is a little startling. In western America we are not so ready to believe. Hundreds of men have sworn in the statements that they have seen the airship, but most of us continue in a nebulous state of doubt. We will not believe it until we have thrust our hands, or our bodies, into the wonderful ship. Of course there is no airship of the kind supposed in existence. The whole thing is a hallucination. Men think they see it, but they didn't. Imagination works wonders on sensitive optic nerves. The public mind has become sensitive to such manifestations, and the sensitive retina of the mind records films of vapor as substantial things. The whole theory of the airship may be resolved into this manifestation of the supersensitive retina.

Of course, a real airship is among the possibilities. Before this generation has lived out its years men and women may sail in the atmosphere as really as they now sail on the ocean and ten times as fast. And again they may not. Anyone who has ridden even a bicycle against the wind has a faint idea of the strength and wilfulness of the atmosphere in motion. The airship which can be made to sail against a 'northwester' in winter, or a 'souther' in summer time will be a wonderful craft. Away from the wind it will be easy sailing, but against it, it will be another matter. The problem is not merely one of getting a machine that will go up and up and up. It is one of direction and control. The air is a sensitive medium and it is a wilful one. One man of scientific mind has suggested the pneumatic tube as the most probable means of fast locomotion. Some day we may be put into a pipe and whizzed to Chicago as fast as now whizzed from New York city to Brooklyn. That will be aerial navigation with a vengeance. In that day space will be annihilated. But the air ship will be a wind blown, unsafe and uncertain means of locomotion. 1897 April 16 (Fri) Waterloo Daily Courier, p. 1. (card 1)

THE AIRSHIP ALIGHTS. / ALL WATERLOO EXCITED. / Thrilling Story of Survivor of Perilous Voyage--It is a Wonderful Machine. / (Pic-- THE AIR-SHIP CAPTURED. / As it looked when discovered this morning. Perspective view of the monster on the wing.)

It is here. The airship has been captured. Waterloo is all excitement today, and thousands of people have thrown aside their customary duties to view the monster which, it is supposed, has been the cause of so much agitation all over the country. Accompanying it is a weather-beaten navigator who gives his name as Prof. Jourgensen, and tells a wonderful story of his thrilling experiences among the clouds.

The ship was discovered shortly after daylight this morning on the circus ground below the cheese factory, by several residents of the neighborhood, and the alarm was soon spread to all portions of the city. All day long crowds of the curious flocked to the spot and it is safe to say that 6,000 people have already seen the aerialist and his ship. The monster is visible from the east side for half a mile, and the people residing along the Illinois Central track were among the first to pay their respects to Prof. Jourgensen. Early in the forenoon it was necessary to stretch a rope to keep the surging crowd from interfering (sic) with Prof. Jourgensen's work.

The ship is a curious contrivance of cigar-shaped bodies, fans, propellers, wheels, etc., and closely resembles illustrations of the airship which have been published in the papers of late. Two cigar-shaped sections about 40 feet in length and tapering in from a dia-

meter of seven feet to four feet at the end and a point at the other, are placed side by side with a car between. At the rear is a propeller similar to those in use on steamships, and at the side of each of the large bodies is a set of wings or fans.

A Courier reporter was on the ground at an early hour this morning and was fortunate in securing an interesting interview with the man who is the center of attraction today, second only to the wonderful piece of mechanism which has turned the country upside-down with wonderment during the past few weeks. Prof. Jourgensen was busily occupied making repairs whenever the curious crowd did not interfere with his work, but paused when greeted by the Courier representative, and seemed willing to be interviewed concerning his wonderful experiences. Prof. Jourgensen is a man of perhaps 55 years, thin featured with gray mustache and hair. He was attired in a full waterproof suit.

"I am not accustomed to this sort of thing," he said with a smile "but we knew it would come sooner or later, and it is perhaps well that things happened as they have."

"Who are you and how do you happen to be here?"
"Well, it's a long story, but I suppose that's what you're after and so I will tell you all you care to know. My name is Jourgensen and my home for the past seventeen years has been in San Francisco. Several years ago I met a man named Stormout--a genius he was, too--and together we have studied this question of aerial navigation until we have gotten a machine which has fully solved the problem. But it has been the death of my friend Stormout. He was taken severely ill during the latter part of this trip and early this morning fell from the cabin and disappeared in the darkness below."

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Prof. Jourgensen drew from an inner pocket a few crumpled sheets of paper and handed it to the reporter saying, "Here is a brief outline of our trip. I anticipated that when we landed you newspaper men would be after us without delay and so I have noted some things on these pages which you might neglect to ask about."

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"Left San Francisco March 25th. Passed over Los Angeles at 3 p.m. on the 26th; heavy atmosphere, light rain. Crossed over into Arizona 2:30 p.m., 27th; heavy head wind. We concluded that we were carrying too much ballast. We passed numerous cities in Colorado and struck a heavy snowstorm the 5th of April near Pueblo.

"We turned south and passed into Kansas where we struck high and variable winds which carried us over the state for many days.

"We passed into the Indian territory and landed 60 miles north of Oklahoma City where we foraged for supplies and repaired our compressor and rested for one day, renewing our voyage on the 6th of April. On the night of the 8th we struck a brisk wind and passed over Omaha, and a sudden change of the wind carried us south over St. Joe and Kansas City. From there we followed the Chicago & Alton road into Illinois where we struck variable winds and our compressor failed to work satisfactorily until we succeeded in repairing the piston rod. Weather warm and atmosphere heavy. We have been compelled to sail high during the daytime to get into lighter currents of atmosphere. We shifted our course on the night of the 10th and drifted north into southern Wisconsin where a heavy east wind changed our course and we were compelled to drift back into Illinois again. Weather clear and cold. On the night of the 13th we broke our rudder and were very much alarmed as it was impossible to guide the ship. So we put on double pressure and sailed high, but were entirely at the mercy of the wind. We decided to land at 8 p.m. on the night of the 15th to repair the rudder and purchase supplies. So we were on the lookout for a large town. Prof. Stormout, while looking for a place to land, became badly nauseated and complained of a severe pain in the abdomen. We sighted a large city at 3:47 a.m., and while shifting the rudder, the professor lost his balance and fell, shrieking to me at the top of his voice, "For God's sake, partner, save the ship!" And I landed at 3:59.

"I am very much discouraged because of the sad disaster that has resulted in the death of a man, who I believe, was the first to solve the problem of aerial navigation. Prof. Stormout was a great man, and when we started out I little dreamed that I would be the sole survivor of the first successful voyage in the clouds.

"I shall, however, make an attempt to ascend again as soon as I can make the necessary repairs in the generators, and when the atmospheric conditions are favorable. I am, fortunately, not without means and offer \$500 reward for the recovery of the remains of my lamented companion. I did not know until this morning that people had been seeing the ship, but the stories are so conflicting that many of them are doubtless canards.

"This ship is the only one that has ever made a continuous and successful journey across the country."

After the document was copied in full the reporter, thrilled with its contents, was about to step into the cabin to further ply his questions to the aerialist but was stopped suddenly by that individual stepping to the door and barring his passage.

"I'm sorry, sir," said the navigator, "but I cannot allow you inside the cabin."

"Why?"

"There," was the reply, "centers the secret of our success this far. And still I am unsatisfied. All our experiments have dealt with the question of power alone. We have failed until this last experiment to secure power which did not carry too much weight to be of

practical use. But we found it at last although our machinery is crude compared with that which will be hereafter used. I cannot allow you to question me concerning this point. I have referred to the 'compressor' and you may draw your own inferences therefrom."

"What are the dimensions of the ship?"

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"During the first few hours we both wished we were on solid ground again and held on like grim death, but we soon became accustomed to it and although the fate of my partner is uppermost in my mind, I do not fear starting out again. A fellow feels pretty cold sometimes but then he has the advantage of rising above such a seige of darkness as you have had lately. It is quite a sight to watch the clouds below you emptying their moisture upon the mist obscured earth beneath."

"Were you ever fearful that your power would become exhausted and you would be dashed to earth?"

"Why, my dear sir, such a thing as that could not happen. You see by proper setting of these wings at the sides we can glide gracefully to earth and land on about the spot we select. However, this morning, although the moon was shining brightly and the electric lights glittered here and there, I came near making a bad move. I guess I must have been a little agitated over the loss of my partner because I came dangerously near landing in the river, didn't I? But a miss is as good as a mile and this is as good a landing place as any. By the way, have you any 'Battle Axe' about you? Thanks. Curious lot of people you have here, eh?"

"Your log book says that you started from San Francisco. How did you manage to do this unobserved?"

"We didn't start from the city, but from an island a short way out from the Golden Gate, on the night of March 25th. We carried no headlight and were probably unobserved for several nights out."

"How fast can you travel, professor?"

"It is impossible to state as we had nothing with which to determine our speed. Sometimes, however, we watched the shadow of the ship as it sped through the air and calculated that we were going at the rate of a little over 100 miles an hour."

"What do you intend doing now?"

"I have not definitely decided although my plan is to build a platform about my ship, raise it up about twelve or fifteen feet, and resume my voyage as soon as I can. I need a man to accompany me, and by the way, is there a gentleman living here in Waterloo by the name of ---, can't just recall it, but he's much talked of out in California. When I learned what city this is, this morning, I thought of this man and decided to make a proposition to him to take the place of Prof. Stormout. Let's see--Raf--Raffer--Rafferty, that's the man--know him?"

"O, yes; everybody knows the colonel."

"Think he'd like the job?"

"Well, I really can't say. We'd dislike very much to lose the colonel, but--say, here he is now."

Col. Rafferty, whose smiling countenance loomed up among the multitude of faces about the ship, came forward when he was called and when the reporter left was in conference with the noted aerialist.

It is not known whether they arrived at any agreement or not.

Notes of the Day.
Neighboring towns have kept the telephone wires hot all day inquiring about the airship, and several are arranging excursion parties to this city. Webster City people are planning to arrive this evening. The Cedar Rapids Gazette learned the story of the airship in some way and sent the following telegram to the Courier: "Are you all drunk up there, or was that airship carried out to the circus grounds for exhibition purposes at so much per head? Wire us quick special, giving personal opinion. We want five hundred words of news."

Prof. Jourgensen said today that his next trip would probably be in the direction of Cuba.

A couple of young ladies who visited the airship today, looked in vain for the ticket office.

Col. Rafferty tells us that had he known Prof. Jourgensen was intending to land in Waterloo, he would have induced him to stop at Cedar Rapids River park. "Why," said the Colonel, "there would have been millions in it."

The hackmen at the depots today have varied their cry and passengers were astonished to hear "Ten-cent back here. Logan house, Irving or the airship!"

Soon after landing this morning, Prof. Jourgensen sent a telegram to his wife in San Francisco, announcing his safe landing and requesting her to kiss the baby for him.

A number of reputable citizens saw a moving light in the heavens about 9 p.m. above Reed's ice house. It moved north along (the) river and disappeared.

Delegations of sight-seers from Hudson and Cedar Falls came in on today's trains.

The Davis Gasoline Engine Co. is today making some new fixtures for Prof. Jourgensen's ship.

Late this afternoon an enterprising restaurant firm issued hard-

bills saying that "the airship crew and passengers who arrived this morning" will take supper at their cafe.

Prof. Jourgensen announces that he will probably resume his journey at 9 o'clock tonight.

Dr. Hathaway, of Reinbeck, is one of the out-of-town sight-seers. Both telephone lines report a rushing business with their toll stations. At 2:30 o'clock one had received over 200 calls from this source and the other reports about twice the usual amount of business. All the telegraph lines have been rushed all day.

People along the line of the Illinois Central have sent word that they would be in on No. 4. Many inquiries have been sent in to know how long the ship will remain here as it is proposed to run an excursion.

When the Chicago Great Western, No. 6, came in this morning, the brakeman espied the air ship and the alarm was sent throughout the train. The passengers crowded onto the platforms to get a better view of it. On No. 5 going south at 9 o'clock the passengers were wild with excitement. A majority wanted the conductor to hold the train a half hour, but the request was denied and several threatened to stop off for the day.

Advertisers are making use of the airship, as will be seen by a perusal of the columns of the Courier today.

Trainmen on the various trains over the B. C. R. & N. today petitioned the dispatcher to allow them to stop long enough to view the machine.

The local B. C. R. & N. agent this forenoon received a telegram from the dispatcher at Cedar Rapids, asking him to examine the airship and wire him a complete detailed description of it.

1897 April 17 (Sat) Burlington, Ia., Hawk-Eye, p. 1 (card 1)

DELIRIUM TREMENS / The Only Explanation for Numerous Airships on View / COPPACK HAS A BAD CASE. / Wm. H. Walters and His Airship Story in Bad Repute in Birmingham--Ravings from Other Points. /

Coppack, Ia., April 16.--(Special.)--The people of Coppack may now tell their children and their children's children of the wonderful aerial visitation of April 16, 1897. The rectangular monster first appeared low in the southwest about nine o'clock a.m. and seemed to be just above the trees across the river. It came across the Hill farm with terrific speed and seemed to want to anchor on the sand hill southeast of the B. and W. depot, but so great was its momentum that the hull of the ship plowed a ditch across the top of the hill five rods long and about three feet deep. The ship then began to rise at an angle of about 30 degrees, and was soon lost to sight. After the sand dust and excitement had subsided, a curious implement or piece of machinery was found, which is on exhibition at the B. & W. depot. It is indescribable, and the best machinists of this section do not venture an opinion as to its probable use. The business men have decided that it had best be submerged in the river, as it may be an infernal machine from Mars. The trench on the hill and the machine are visited daily by hundreds of people. Our veteran hotel keeper describes the ship as rectangular in shape, of a dull yellow color, with broad spreading, immovable wings having numerous turbine wheels on the under side, which give forth a humming sound like that of a bee only much louder. /

Mr. Walters Denounced.

Birmingham, Ia., April 16.--(Special.)--We notice upon reading your issue of the 16th instant an article headed, "Airship Positively Seen." If there was any such thing seen in this locality it must have been by visitors within our city, as we are unable to find even one who will venture to say they have seen anything other than a moving star. In the first place there is no such person as Wm. H. Walters living in this city (or so far as we are able to know, anywhere near it). If inquiry had been made whether we had such a person here who would write such an infamous letter, we certainly would have said so, as we did not think we had a man in our city who would desire to place his fellow citizens before the public as a people desirous of deceiving their neighbors, and to say the least, we would not have supposed such a person could be found with a cloak of Christian religion around him, a leader of the Epworth League, a teacher of a young ladies' Sunday school class. God forbid such hypocrisy. A CITIZEN. /

Another Conductor Goes Wrong.

Quincy, Ill., April 16.--Conductor Chas. P. Malley, who brought in the Wabash passenger train last night, reports that his train raced with the alleged airship from Versailles to Herman, a distance of fifteen miles. The train was going forty miles an hour, but the strange thing in the sky kept ahead of them, and finally left them and disappeared. It was half a mile from the train, and all they could see was the light. It varied in its course, and at times was close to the earth, occasionally rising several hundred feet in the air. Conductor Malley says he is confident it was not a star. The object was seen by all the passengers, among them being Henry C. Cupp and Myron E. Lusk, both reputable business men of this city. /

Sigourney's Horrible Condition.

Sigourney, April 16.--The airship hovered over this city last night and was viewed by a large number of our citizens. It appeared to have a double headlight, similar to eyes, with a brilliancy too great for observation except with a smoked glass. There were two flag-staffs, or horns. The appearance of the head was most hideous. It had two wings. The bellows hung out behind like a tail. In short, its whole appearance was like one of those messengers from below. It seemed to have come from the direction of Hedrick, but why it approaches this highly moral town is beyond our comprehension, unless it be that we have thirteen divorce cases at this term of court; and, by the way, Judge McCoy yesterday adjourned until next Monday, perhaps that he might see that his own home was secure. We don't think there ought

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to be any strictness on these divorces, for some of them are only waiting the action of the court to marry again, and thus prove that marriage is not a failure; and we have a society of old maids, known as "The Antiques," anxiously watching the outcome of these cases. / Disco Sees the Airship.

Disco, Ill., April 16.--(Special.)--The wonderful and mysterious ~~xxxxxx~~ machine they call the airship was seen by all Disco people and community last evening about 8:30 o'clock, so you see you folks are not alone when it comes to sight seeing.

1897 April 17 (Sat) Cedar Rapids Gazette, p. 6. (card 1)

THE SKY CRAFT / The Courier Tells About Wonderful Aerial Navigator Wrecked There Yesterday. / Jeopardizes Its Reputation in Interview With Chief Engineer of the Mysterious Craft. / Pictures of the Ship, Its Crew and Man who First Discovered This Brand of Intoxicants. / The Story Complete.

It is here. The airship has been captured. Waterloo is all excitement today, and thousands of people have thrown aside their customary duties to view the monster which, it is supposed, has been the cause of so much agitation all over the country. Accompanying it is a weather-beaten navigator who gives his name as Prof. Jourgensen, and tells a wonderful story of thrilling experiences among the clouds, writes the snake editor on the Courier concerning the fake machine discovered there yesterday.

The ship was discovered shortly after daylight this morning on the circus ground below the cheese factory, by several residents of the neighborhood, and the alarm soon spread to all portions of the city. All day long crowds of the curious flocked to the spot and it is safe to say that 6,000 people have already seen the aerialist and his ship. The monster is visible from the east side for a half a mile, and the people residing along the Illinois Central track were among the first to pay their respects to Prof. Jourgensen. Early in the forenoon it was necessary to stretch a rope to keep the surging crowd from interfering with Prof. Jourgensen's work.

The ship is a curious contrivance of cigar-shaped bodies, fans, propellers, wheels, etc., and closely resembles illustrations of the airship which have been published in the papers late. Two cigar-shaped sections about 40 feet in length and tapering from a diameter of seven feet to four feet, at the end and a point at the other, are placed side by side, with a car between. At the rear is a propeller similar to those in use on steamships, and at the side of each of the large bodies is a set of wings or fans.

A Courier reporter was on the ground at an early hour this morning and was fortunate in securing an interesting interview with the man who is the center of attraction today, second only to the wonderful piece of mechanism which has turned the country upside-down with wonderment during the past few weeks. Prof. Jourgensen was busily occupied in making repairs whenever the curious crowd did not interfere with his work, but paused when greeted by the Courier representative and seemed willing to be interviewed concerning his wonderful experiences. Prof. Jourgensen is a man of perhaps 55 years, thin featured with gray mustache and hair. He was attired in a full waterproof suit.

"I am not accustomed to this sort of thing," he said with a smile "but we knew it would come sooner or later, and it is perhaps well that things have happened as they have."

"Who are you and how do you happen to be here?"

"Well, it's a long story, but I suppose that's what you're after and so I will tell you all you care to know. My name is Jourgensen and me home for the past seventeen years has been in San Francisco. Several years ago I met a man named Stormout--a genius he was, too--and together we have studied the question of aerial navigation, until we have gotten a machine which has fully solved the problem. But it has been the death of my friend Stormout. He was taken severely ill during the latter part of this trip and early this morning fell from the cabin and disappeared in the darkness below."

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"What are the dimensions of the ship?"

"Each of these cigar-shaped bodies is 36 feet long, and 7 feet in diameter at the largest point. The rear ends are about four feet in diameter. They ~~are~~ taper to a point in front. They are hollow and are constructed of light material so they weigh but a few pounds each. The cabin is 5x6 feet square and 7 feet high. The propeller at the rear governs the rate of speed and the position of those 24 wings—12 at each side govern the upward and downward direction. The headlight is nearly like those in use on locomotives. We had but little use for it as we didn't meet anyone while we were on our perilous journey," said Prof. Jourgensen with a laugh.

"You said perious: did it seem like a hazardous undertaking to prowl about among the clouds?"

"During the first few hours we both wished we were on solid ground again and held on like grim death, but we soon became accustomed to it and although the fate of my partner is uppermost in my mind, I do not fear starting out again. A fellow feels pretty cold sometimes, but then he has the advantage of rising above such a seige of dampness as you have had lately. It is quite a sight to watch the clouds below you emptying their moisture upon the mist-obscured earth beneath."

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"What do you intend ~~to~~ doing now?"

"I have not definitely decided although my plan is to build a platform about my ship, raise it up about twelve or fifteen feet, and resume my voyage as soon as I can."

From photographs secured by The Courier from the professor The Gazette artist has prepared the accompanying pictures of the ship, its crew and the man who first discovered the mysterious--fake.

[pics.--Jug Jourgensen, the navigator who ran the Juggernaut from Jupiter which landed at Waterloo. / Prof. Stormout, the navigator who played second fiddle to Jug Jourgensen in the airship. He fell from the ship into the Cedar river before landing yesterday and his body was found this forenoon three and one-half miles above Vinton. / Ole Danlyreson, the fellow who first reported seeing the airship in Iowa. / THE AIRSHIP THAT LANDED AT WATERLOO YESTERDAY MORNING.

TELLS A FAIRLY GOOD STORY. / A Correspondent Whose Neighbor Saw an Airship.

Hoyt, April 16.--Special: The airship made its first appearance in our midst about 2 o'clock yesterday morning. It was at a time when the grave yards yawn and ghost walk abroad. This ship was seen by a prominent citizen, who has made and unmade county officers at his pleasure. This gentleman, who is sometimes afflicted with neuralgia of the stomach, was suddenly taken ill at 1:30 in the morning. He decided that a walk and a little fresh air would relieve him, and he stepped out in the yard to fill his lungs with the invigorating ozone and to roam around where fancy might lead him. He says that he had been in the yard about thirty minutes, when he saw rapidly approaching from the southeast a bright light that he presumed to be a meteor. But in a few seconds it hovered overhead. He had one of the best views of the ship that has yet been recorded. It was built like the modern whalebacks. It had screw propellers and was buoyed up by two sets of powerful shutters that kept striking the air like mighty wings of some great bird. A geologist might have imagined it to be some great beast of the silurian age, half reptile and half bird.

Persons could be heard talking on board and seemed to be enjoying their journey. It seemed to be lighted with electricity and had all the conveniences of a modern ship.

It stopped just a few seconds, when it suddenly started on its way northwest.

With curiosity aroused within him, this gentleman quickly mounted one of his blooded horses that are noted for their speed, but owing to the fences and extra start of the ship, he was unable to keep up with it.

Our citizen returned home and did not see anything more of the air visitors, but says that he can not be mistaken as to the reality, nor as to its fleetness, for his swiftest steed could not overtake it.

As far as yet interviewed, none of the neighbors were enabled to view the visitation, but a neighbor near by heard the crowing of his cocks and the cackling of his geese at about that time of night, and two farmers to the northwest in the course of its flight noticed that their fattening cattle were restless and uneasy and did not eat well this morning. The writer was under the influence of Morpheus, totally unconscious of the wonders going on in this neighborhood.

Jefferson, April 16.--Special: A local paper this morning, printed a lurid story concerning an airship 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.

Waterloo, April 16.--Special: A huge airship manufactured by local parties and put on exhibition here early this morning caused a sensation in this vicinity. Telegrams from St. Louis and New York have been received asking for description of the airship. The thing is a hoax, and no airship has been seen in this section of the country.

1897 April 17 (Sat) Evening Times-Republican (Marshalltown, Ia), p. 1.

AIRSHIP FAKES. / Waterloo Jokers Construct a Machine--Other Liars Let Loose.

The Times-Republican is in receipt of a choice and variegated collection of air-ship lies. Among the batch, to print which would take a page or two of white paper, is a vivid description by our Waterloo correspondent of a machine constructed to fulfill the requirements of printed descriptions. It rests on the banks of the Cedar, roped off from the crowds that visit it, in charge of a mysterious personage. The practical jokers who had it constructed may have in mind some novel denouement, but the fake is too tangible to answer even sensational purposes.

Postmaster A.H. Rudd, Agent J.T. Shearman and Liverman J.B. Holliday, of Dow City, whose names were used by a conscienceless forger of our correspondent's name as eye-witness to the ship in that quarter, write to state that they were all in bed and asleep and wouldn't get up at the hour named to see a dozen air-ships.

C.B. Wallace, of Schaller, sends a photograph and verbal description. It is a fine looking bird, with a top fin like a quill back. The artist is entitled to congratulations.

Earl Ward, and "our station agent, Robert Flynn," at Rowley, had a ride in the thing the other night, and consume five sheets of Iowa Central stationery in commendable descriptive.

A usually mild-mannered correspondent at Geneva calls upon the Methodist parson to testify that the concern, after an obliging rest over the heads of the populace there within conversational distance, was compelled to throw out 200 casks of the California vintage in order to lighten up. The account seems credible up to that point where a guard was placed over the wine.

At Dows the ballast dropped was not wine, but sand, which filled the eyes of the populace. This is still more likely.

Sheldon, Hospers and Sutherland heard the machinery rattle and know that they saw the genuine article.

Sven City heard that the concern was captured at Linn Grove today and anxiously wired for particulars. There were none.

A cold-blooded contributor at Estherville sends word that a Chicago drummer who passed the previous night at Emmetsburg, saw it. This is undoubtedly true.

1897 April 17 (Sat) Marshalltown, Ia., Evening Times-Republican, p. 3.

BELMOND SEES IT. / Special to the Times-Republican.

Belmond, April 17.--Well, we have seen "it," and no joking, but what "it" is is a matter of much speculation. Butterfield, of the Iowa Valley Press, says: "It is only Venus gone frisky." Lon Wolcott of the Sabre, says it is "Arcturus" out of her "Bootes" and other visacres say "Bootes" has gone on a tear (Altair). However, nearly all agree that it is a strange phenomenon, and not as is generally

thought an airship. It was seen last evening in the region of Venus or just above, and traveled very rapidly in a southeasterly direction until it disappeared below the horizon. Your correspondent thinks that Venus has simply astonished the natives by her unusual brilliancy and all will be "quiet on the Potomac" in a few days. Hicks told us so.

1897 April 17 (Sat) Waterloo Daily Courier, p. 1.

THE FAKE IS FAMOUS / NEW YORK TO CALIFORNIA. / Story of the Airship's Inception and Construction--Captain "Jourgensen's" Clever Part. /

If the American people love one thing more than anything else, it is to be humbugged. Barnum demonstrated this truth many times, and his latest humbuzs were just as popular as was the initial hoax of the Cardiff giant.

The "airship" which was seen by nine-tenths of the people of Waterloo yesterday was another clever humbug, and a successful one, too.

The idea originated with a couple of west side young business men a few days ago, after discerning that the press dispatches concerning some strange monster of the air had wrought the public to the right pitch of curiosity.

In the building on Commercial street built long ago for a skating rink, but now used as a storage house, the planning and building of the aerial flyer was completed. In the office of a well known business man, on Bridge street, the think tanks of several of the inventors were tapped for ideas and the result was the "log book" which was given to the press detailing the voyage of the thing.

In the early hours of Friday morning, with all, and more than the secrecy which Darius Green is said to have displayed in his noted workshop in his father's barn the contrivance was dragged from the storage house piecemeal and located back of the building on the river bank.

Then the noted aerial navigator, "Jourgensen," was put on watch. This "Jourgensen" is a Nashua man named Feathers. He was imported to help along the hoax. No one knew him. He is a great deal of a practical joker, a sort of rejuvenated Munchausen, and has been a wide traveler. In his head he carries a little smattering of several languages, some of which are dead and others that will die when they learn of the base uses of deception to which they have been put.

Feathers carried himself well, even going so far as to remove an inch or two of cuticle from his nose, to uphold his story of the loss of Captain Stormout, and his struggle in the rigging with the compressor when the ship was lighting.

As an advertisement the fake ship is a success. From the New York World to the San Francisco Chronicle, all the great papers in the country have specials concerning it today.

The fake ship represented an actual cash outlay of \$60.

1897 April 18 (Sun) Council Bluffs (Ia) Daily Nonpareil, p. 4.

LOOKING FOR THE AIRSHIP. / Insane Man Found Near the Police Station Last Night.

William Miller, a laboring man living in the southwest part of the city, was taken in charge by the police yesterday evening, as being insane. For several days past he would stand for an hour at a time gazing at the sky as if looking for the famous airship. Yesterday evening he planted himself in the middle of the street near the police station and repeated the performance. When questioned as to what he was looking at he replied in a way that left no doubt but that his mind was wandering, and Officer Ward placed him under arrest. A few months ago Miller reported to Mayor Carson that some people were continually shooting at him. Investigation by the police showed that it was the hallucination of a deranged mind. He is about 25 years of age and has a wife and three children.

Apr. 8 p. 3: Those who are troubled by the airship microbe will be glad to know that bromides are found to be about the best thing to take for it.

9 p. 3: The arsp is still spoken of as simply "it."

11, 3: The airship should be pulled in under the vagrant act.

14, 3: The airship at least furnishes a new excuse for the belated husband.

Th April 15, p. 3: Look for Airship in Vain. / Special to D. Nonpareil

Creston, Ia., April 14.--There has been considerable excitement among the inhabitants of this city since the airship stories have been chronicled and while the optical powers of the people of this community will average with other localities not even the tail of the airship has been sighted. Every night people can be seen gazing heavenward watching for the much talked of ship, but they have not been gratified. The stories are accepted here--as fakes.

20, 3: Some of those things dropped from the arsp must have hit the fellows who saw them right on the head.

21, 3: Numerous instances are being reported in which the airship has caused insanity. As insanity has caused numerous airships, it is only a fair turnabout.

Those who wonder how the passengers in that airship manage to get along without landing occasionally to get something to eat and drink forget that they can get a horn of the moon, feast off the Milky Way and have all of the cream of the joke on the fellows who are down below watching.

1897 April 19 (Mon) Waterloo Daily Courier, p. 1.

CRAZE IS KILLED. / Waterloo Airship Story Stops the People Seein' Things. /

There is considerable evidence extant that the Waterloo "airship" fake, which was worked to such a superb finish on the country last Friday, will end the wholesale lying that has filled the press the past two weeks in regard to this mysterious aerial wanderer. There

is evidence also that several beautiful half-blown imaginations have been cut down in their prime, and that people will quit "seein' thin," when they gaze at the heavens now.

If the Waterloo fake really accomplished this much, it is a "good thing" in more ways than one.

The descriptive article given by the Courier on Friday has been copied and commented on by the press in many places.

The Cedar Rapids Gazette reproduces the cut of the ship as the Courier gave it and copies of the article in entirety. It also adds several new illustrations:

One is a bespectacled freak designated as "Ole Damllyreson, the fellow who first reported seeing the airship in Iowa."

Another is the true and awful likeness of "Jug Jourgensen, the navigator who ran the juggernaut from Jupiter which landed at Waterloo."

And a third represents the only portrait ever printed without breaking the press of "Prof. Stormout, the navigator who played second fiddle to Jug Jourgensen in the airship." The Gazette adds: "He fell from the ship into the Cedar river before landing yesterday and his body was found this forenoon three and one half miles above Vinton."

The Marshalltown Statesman-Press displays a bit of jealous feeling toward Waterloo and endeavors to still claim the honor of being the original airship Munchausen. It says:

"Waterloo thinks it also has the genuine article and the papers teem with wonderful 'accounts' of experiences and conversations with 'Professor Jourgensen,' the aerial navigator. The 'ship' at Waterloo landed in the circus grounds, a convenient place, evidence that the navigator knows his ground and where to land."

"The Courier gives a description drawn from imagination of the strange visitor.

"Of course nobody believes what the Waterloo papers say about their airship. It is believed to be an advertisement scheme for the hotels and bus lines of that city, and is working like a charm. Hundreds of people are flocking there to see the fake and pay a hotel bill and 'bus fare.'"

1897 April 20 (Tues) Cedar Rapids (Ia) Evening Gazette, p. 5. (card 1)

CITY IN BRIEF / HEADLIGHT OF THE AIRSHIP NEAR THE CITY. / Committee

Appointed to Make Investigation--highs Reached in the Matter ...

Charley Petrovitsky, Peter Rafferty and Milvoj Hasek are three citizens and voters of Cedar Rapids who have hitherto borne good reputations and whose records of truth and veracity have stood unquestioned. But it is different now.

Charley has for a number of years been a trusted employe of John R. Baker, and it was while out on business connected with their trade that he made a discovery which brought [illus.] WHAT CHARLEY FOUND NEAR THE PALISADES. / him into no little prominence last evening. But let him tell his own tale.

"You see it was this way," Charley said to a Gazette reporter, "I was out south of the city yesterday, and driving near to the Palisades I concluded I would go over to the river and see if I could not gather a few wild strawberries. I was wandering up and down the rocks, meeting very little success in my search for the luscious native fruit, when I heard a great noise almost directly over my head. The noise increased rapidly and the air took on the colors and tints generally imagined to be reflected upon the walls of hades." My eyes were dazzled and my brain was in a whirl. (Poor Charley, and so young, too.) Suddenly a great object fell upon the earth about forty feet from where I was standing. It plowed up the ground for several feet and finally sank into the earth full five feet, like a great meteor. From the hole which it made was emitted a great cloud of smoke of several colors and full of the most poisonous gases. The earth became hot and I was compelled to retreat several feet from my original position. I waited perhaps an hour for the ground to cool, then summoned up my courage and upon my hands and knees crawled to the spot where the mysterious object had lodged. The sand was yet so hot that I was tempted to abandon the investigation and my hands becoming so blistered that I was compelled to take off my shoes and put them on the other extremities. After two hours of hard digging I finally unearthed the object, being obliged to take it out of the hole by means of a long hooked pole. I was at an utter loss to understand what I had discovered. I took it down and cooled it off in the river before loading it into my buggy, and drove at once to the city. I have only shown it to two persons, except yourself, and they are Rafferty and Hasek. Both being qualified to pass upon such matters, they have decided it to be nothing but the headlight of the airship which was wrecked at Waterloo. Their theory is that the ship was run up so high when it lost the light that the detached article only reached the ground yesterday. I have written Prof. Jourgenson at Waterloo and expect to return to him the machine, the loss of which has caused him so much trouble."

John R. Baker is inclined to look upon Charley's story as a sort of "pipe dream." He says that about March 15 his rendering plant at Otis was blown up by the explosion of one of the tanks; that a brass valve was and is still missing, and that this is undoubtedly what Charley found. Mr. Baker, however, is at a loss to understand how the object could have remained among the clouds for so long a time. The mystery (?) will probably be explained later, as a scientific committee consisting of Frank Pitkin, George Peck, Lew Benedict and John Pichner has been appointed to hold a post-mortem examination and report.

1897 April 21 (Wed) Waterloo Daily Courier, p. 5. (card 1)

THE FINAL ROUND-UP / OF AIRSHIP IMAGININGS. / Cedar Rapids Gazette Finds Headlight for the Waterloo Fake--Fort Dodge's Fomentings. /

Patti has made several farewell tours and is thinking of making another. The airship is in the same class of "farewelling," but the

12-8
following from the Cedar Rapids Gazette is announced as positively its last appearance:

"Charley Petrovitsky, Peter Rafferty and Milvoj Hasek are three citizens and voters of Cedar Rapids who have hitherto borne good reputations and whose records of truth and veracity have stood unquestioned. But it is different now."

Charley has for a number of years been a trusted employe of John R. Baker, and it was while out on business connected with their trade that he made a discovery which brought him into no little prominence last evening. But let him tell his own tale.

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In the Courier's mail last night the following was found:

Oleveine, Ia., April 20, 1897.
Mister Iditor from Paper what got airship in: I should like to no what kind ~~marong~~ norveigen was in that ship! Tink he was my Brothe from Old country, ~~like to see he was fly norveigen~~ Please tell him if Ole come to, I would like to see he was fly norveigen in Old country and tink he come in airship. Please tell him come to Oleveine to see me he can have lot fun and planty vind to run airship. Ole Jourgensen.

Ft. Dodge Messenger:--To Waterloo is due the credit of one of the biggest humbugs ever perpetrated upon an unsuspecting public outside of Barnum & Bailey's circus. Heretofore they have held the monopoly, but now comes Waterloo--that little town which has recently been put upon the map--with the biggest, yet best joke of all. It seems that her people, who have not had the advantage of mingling with the outside world, in some way got hold of the airship story. Just how they heard of it is not known, but suffice it to say that they must have got hold of a Ft. Dodge paper containing an account that there was such a thing existing in the minds of the American people. At any rate they started out to get a ship of their own. And like the Cardiff Giant, it drew spectators by the thousand. American people delight in being humbugged, and in Waterloo last week they got it right. To "Captain Jourgensen," who played a prominent part in the humbug, Waterloo should vote a pension for life and build for him a home on the highest pinnacle of the proposed Y.M.C.A. building, where he ~~mix~~ might pose as a monument of science and inventive genius to the young America of her people, where the coming generations may look up and point to him with pride as being the biggest joker in the biggest fake ~~xxx~~ in the aerial story of the year 1897, and with this blessing, ~~requiescat in pace~~, tacked to his door.

A description of the fake as given by the Courier follows, and the Messenger says:

It was not long before the affair became noised about that the air ship had come to earth and that President Fish, of the Central, was among the passengers who had stopped the ship to ascertain the advisability of removing the Central shops from Waterloo to Fort Dodge. Of course this had a draving effect upon the people. They wanted to see the ship, but that was of secondary importance, their main object being to assassinate the man who would attempt such an undertaking.

They swarmed around the president of the road like buzzards about the prey, and for a time threatened to tear him limb from limb. It was only by the efficient work of the police that the crowd was prevented from carrying out its intention. The people were finally pacified by

being assured by the president that should the shops be removed--as they surely will be--Col. Rafferty could secure the right of way to run his cars to Fort Dodge, and thus Waterloo might be connected as a suburb. In this way she would gain intercourse with the rest of the world and the scales would fall from off her eyes." /

J.B. Stewart who is visiting friends in Pennsylvania, writes the Courier, ordering a change of address for his apaper and says:

Am pleased to know you have something new in the airship line. It makes a great ad. for Waterloo. I will send you a paper showing one order for aluminum and if you continue in the airship business, you will profit by corresponding with the Pittsburg Reduction Co.

1897 April 23 (Fri) Burlington Hawk-Eye, p. 8.

THE AIRSHIP AGAIN. / New London Street Commissioner Finds a Communication From the Unknown.

New London, Ia., April 22.--(Correspondence.)--Yesterday the street commissioner, while scraping the streets in the vicinity of the M.P. church, observed a piece of heavy brown paper rolled in a cylindrical shape and securely tied with a piece of heavy twine to which was attached a piece of iron resembling the burr of a bolt. The paper was partially embedded in the mud and on being opened proved to be nothing less than a missile from one of the airships that have been recently observed in many sections of the country. The news of the find created a big excitement and crowds have been eagerly awaiting a chance to see and read the communication of which the following is an exact copy:

From Airship Ian Chang. If this message is found send to Mrs. John Rudolph, 2203 Vine street, St. Louis, Missouri.

Dear Mother:--I have been taken prisoner by Japanese officers from near Wahiow 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 navigation. 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 M near Hartford. Communicate with government. Haste, your son,

J. Rudolph.

1897 April 26 (Mon) Waterloo Daily Courier, p. 1.

More Airship Queries. /

If airship letters keep coming in the Courier is afraid it will find it necessary to employ an extra corps of clerks to keep up its correspondence. In the mail today was one letter which shows that Chicago is still struggling with the mystery.

The letter is from Dr. Shaffer, No. 90, 23d street, and he wants to know whether the airship has made a voyage or not. He says further he desires to know the facts in the case as he has a bet on the subject. It would be interesting to know how the doctor was betting. He is informed, however, that the airship was simply a fake and that it has long ago gone up--in smoke.

1897 April 29 (Th) Waterloo Daily Courier, p. 5.

THEY GO UP IN SMOKE. / Waterloo Airship Cigars are Latest Thing Out. /

The fame of the wonderful Waterloo airship is to be perpetuated and in a way that will convince the most skeptical that it will go up.

A.I. Hene, the cigar manufacturer, has seen to this by making a cigar called "The Airship" and bearing the inspiring label, "These Airships Go." The first box of these cigars was put on sale at the Columbia cafe this morning. The box is decorated with a photographic label of the "Waterloo airship, reproduced from the photograph taken by Tritt.

MINNESOTA

1897 April 9 (Fri) Minneapolis Tribune, p. 1.

The Wonder Crows / Iowa's Mysterious Airship Makes Its Appearance / Special Telegram to the Tribune.

ALBERT LEA, Minn., April 8.--At 8:30 p.m. this evening the night telegraph operator at Solon, Iowa, called the attention of the general office of the Burlington road at Cedar Rapids to what appeared to be an airship sailing through the air at a high rate of speed. It was witnessed by all the night men along the whole line.

When seen at Albert Lea, Minn., at 11 p.m., it looked to be no larger than a star, and was moving in a northerly direction, displaying white and red lights, and seemed to be under perfect control of those handling it. It was seen at Waseca, Minn., at 11:10 p.m., and west at Madison, N.D. about 1 a.m. No one seems to know where it started from or where it is going.

1897 April 10 (Sat) St. Paul (Minn) Pioneer Press, p. 2.

"License Fluid." / Was It This That Enabled Them to See an Air Ship?

Albert Lea, Minn., Special, April 9.--The town is all wrought up over what is claimed passed over the city late last night. The object seen is said to be the much heralded air ship and in the night appeared when last seen, to be like two stars and moving in a westerly direction or north of west. It was seen between 10 and 11 o'clock last night and was watched by several until it was no longer visible. All seeing the phenomenon speculated as to what it was and how many claim those seeing the object had been indulging in license fluid. The two stars which the light resembled appeared, one to be red and the other white.

Tues. April 20 p. 4--Voice of the State Press.

Delano Espley: That airship is a myth. It must have been Corisley, the St. Paul baseball manager, out looking for players. The shape of the airship seems to have been that of a goose egg, and St. Paul knows what shape that is.

Austin Replater: (Description of sugar beet cartoon.)

Apr. 24 p.4--The airship got in its work just in time to clear the way for the sun's retreat and the sun or girl.

11, April--That arsp is seen by Minneapolitans
12, April--The alleged arsp spends several hours in the skies above Maple and Lake Minnetonka.
13, April--Everybody sees the arsp.
14, April--Everett J. Corbridge says that the arsp lights are not for but a star. The "arsp" are in a line with the sun.
1897 April 11 (Mon) Minneapolis Tribune, p. 1.

man's ingenuity or the workings of nature. /
Special Telegram to the Tribune.
MINNETONKA, Minn., April 10.--Hundreds of people crowded the streets tonight to see the famous air ship. It appeared just after sundown, rising like a huge meteor in the sky. At first it was mistaken for the planet Venus, but after a few minutes' careful observation it was found to be something entirely different, [taking on] various hues and going at a good pace through the heavens. It was about five miles west and did not present the farous red color until sinking far into the northwest. With glasses it shows up cone shaped with very bright highlight. It is the supposition that it had rested in the dense woods near the town all day.
1897 April 12 (Mon) Minneapolis Tribune, p. 4 (eds).

15, April / The Mysterious Airship Hovers About Minneapolis. / Seen From the Roof of the Guaranty Loan Last Night. / Was Traveling Westward at a Rapid Rate of Speed. / No Longer Any Doubt of the Truth of Recent Stories. /

The air ship has come and gone. It was the same air ship that has been floating about the western states for the last three weeks. It is not a "ball" but a genuine moving aeronautical conveyance.

A square shaped reddish light that looked half as large as the moon was seen by a number of persons from the Guaranty Loan restaurant window at 9:25 o'clock last night. It was first seen in the direction of Hopkins, the crowd in the restaurant being congregated by J.J. Barrett the St. Louis dispatch agent on the eleventh floor, whose attention was called to it by the operator at Hopkins who saw it moving west. James Gibbs, proprietor of the restaurant, saw the light first: it was then blazing red, but it gradually lost its redness, and suddenly again brightened like a flash light. It was moving in a diagonal line away from Minneapolis, and slowly commenced to sink over []

A half hour later, however, it was again seen to be rising in the place in which it was last seen and was moving in an opposite direction. Its lights were more varving this time than at the first sight from a pale red and a flash red, it now changed to a greenish color, and with each change of color, there was a perceptible alteration of its course.

The air ship was probably at least nine miles distant from the city and looked as though it might be a quarter of a mile in the air. Its movement was rapid and the change of lights sudden. Indications pointed unmistakably to the fact that the aerial car contained a person or persons. All sorts of theories were advanced by spectators who watched the lights for a couple of hours.

The descriptions of this light agree exactly with those of the air ship lights that were followed from Cedar Rapids, Ia., to [Muscatel, Minn.], Thursday night.

Rev. Chas. E. Brown, of the Union Mission, and R.J. Dornberg, of the State Elevator company, saw the light from the roof garden of the Guaranty Loan for about an hour, and will testify to seeing it moving eastward and to the change of colors. It appeared larger to observers at Merriam Junction, than at Hopkins, which shows that it passed near the former place.

The rapid transit of the air ship can be realized by the fact that it was seen at Albia, Ia., at 7:25, at Albia, from 8:10 to 9 o'clock, and at Minneapolis at 9:25. Half the population of many of the [towns in] Iowa saw the vascillating red light moving westward.

This strange air transient is supposed to have started from California and its destination was for a time thought to be Dwight, but its strange maneuvers last night do not point towards any definite destination or a object. It seemed to be taking a far distant prospectus of Minneapolis by making a slightly circular route about it.

It was thought by some that it might be a balloon sent up by some person in accordance with the predicted lights, but the movement of the lights are not consistent with any such theory, since their motion was in a horizontal direction and seemed to be directed by an electrical power, and further, no balloon has ever been invented with a speed attained by this air ship.

IT IS UBIQUITOUS.
Air Ship Seen at Various Points in Iowa and Wisconsin.
Special Telegram to the Tribune.

OTTUMWA, Iowa, April 10.--An Eldon operator discovered the famous "air ship" at 7:25 tonight. Ottumwa was prepared by wire for its appearance, and it was seen here by half the population. All agree that it appeared as a red light moving up and down and traveling northwest. Albia caught sight of it at 8:10 and at 9 o'clock it was still visible there, though fast going out of sight. This is the third time it has been seen in Albia, its appearance there a week ago being the first heard of the ship in Iowa. There is no doubt that a vascillating red light was seen here tonight.
Special Telegram to the Tribune.

CEDAR RAPIDS, Iowa, April 10.--The mysterious air ship was seen in Iowa again tonight. Shortly after 7 o'clock a dark object, evidently about twenty feet long, with a large searchlight in front, and a red light in the rear, with green and white lights on either side was visible from [Shell] Rock. It was moving south. An hour later the lights could be seen from Waterloo and at 9 o'clock Reinbeck saw the mysterious visitor. Reinbeck gave exactly the same description sent from Shell Rock. At Reinbeck the air ship turned towards the northwest. /
Special Telegram to the Tribune.

ALBERT LEA, Minn., April 10.--The air ship was again seen about 9 p.m., hovering over this city. It remained visible about twenty-five minutes, then disappearing northwest, going at a terrific rate of speed. It seemed to be about a mile high, displaying a brilliant white light that continually kept moving in different directions. Its course was northwest and was witnessed by many people living along the course in which it traveled and owing to the fact that people whose honesty and truthfulness is beyond dispute have viewed this mystery, it is evident that something unusual is transpiring whether it be the hand of

That Air Ship.
"Where there is so much smoke there must be some fire." The persistent reports of the sighting of a queer craft sailing about in the sky, apparently under perfect control of some intelligent power, suggest a possibility, that at last the problem of aerial navigation has been solved, and that the world may be astonished with the most wonderful invention of this or any other age when the occupants and navigators of the strange flying monster see fit to come to earth and reveal themselves.

Some time ago the news was flashed from California that a successful airship had been perfected and that the inventor had been sailing about in it. This at the time was supposed to be merely the yarn of an imaginary newspaper reporter, or a vision evoked by the exhilarating beverages native to that section. The theory now is that this California flying machine has made its way across the Rockies and is engaged in astonishing and mystifying the people of the central region of the continent.

At all events there appears to be something unusual in the sky. It may be a succession of meteors, it may be an optical illusion, it may be a wandering balloon that has broken from its moorings. But numerous people who have seen it aver that it is like none of these things. Curiosity to know what it is will go on increasing in intensity until the mystery is solved.

Apr. 14 p.4--It seems rather queer that none of the weather observers have seen the alleged airship through their powerful glasses, and none of the astronomers at the observatories have seen it through their telescopes. They would naturally be on the lookout for it. The scientific opinion is that the mysterious light seen wandering about the heavens is simply the star "Alpha Orionis," which has been wandering about the heavens for ten million years, and which is now visible at evening in the skies of this latitude.
1897 April 12 (Mon) St. Paul (Minn.) Dispatch, p. 4.

Anoka See the Airship. / Special to the Dispatch.
Anoka, Minn., April 12.--The airship was seen last night by many Anoka people, between 9:30 and 10 o'clock. It came from the southeast and then changed to due north. It was described by several who saw it before any dailies arrived this morning, and the descriptions tally. It changed lights here, being first red, then green. Quite a crowd collected on top of the Commercial hotel to view it, and it was traveling fast.
25, 6 ghost.
1897 April 12 (Mon) St. Paul Pioneer Press, p. 4. (card 1)

DOES HE HAIL FROM MARS? / NAVIGATOR OF THE AIR SHIP. / Minneapolis and Minnetonka People See the Strange Object Through Glasses, Field Glasses. /

Good morning, have you seen the airship? If not you are unlucky. It was sighted by at least a thousand people last night who kept the Pioneer Press telephone in Minneapolis hot from 8 o'clock till midnight. Flying along in his long, low, rakish craft, the inhabitant from Mars executed more maneuvers in the heavens over toward Minnetonka last night than could the substance of ten thousand Fourth of July rockets. It is idle to ask why Mr. Mars does not deign to light. The plain fact remains that all's not well in the sky of Minnesota.

Last night about 8 o'clock R.C. Adams, of 3126 Fourth avenue south, who is in business at Lake street and Nicollet avenue, caught sight of the strange craft flying low in the heavens in the direction of Minnetonka. He called his father and mother to witness the phenomenon and, with the aid of a field glass, was able to see the outlines of the ship.

"It was about 8 o'clock," said Mr. Adams last night, "when I saw the thing. Through the glass I saw an object that appeared to be about 18 or 20 feet long. It was shaped like a cigar and in the middle and on top of it was a square light. This light was alternately white, green and red, as the navigator cut through the sky. He was going at a high rate of speed when I saw him. He would dip and shoot down for, say a half-mile with a green light, and then mount with the speed of a rocket showing a white light. As he floated he changed his light to red or green. The light looked as big as a plate through the glass, but to the naked eye appeared about the size of an orange. I could distinctly see the vague outlines of the craft. The lights were clearly defined in the middle and on top of the thing in a square box that looked about as large as a locomotive headlight."

Mr. Adams was found at Lake street and Nicollet avenue with an excited crowd of men and boys a few of whom had seen the flying machine. Among those who saw the ship were B.K. Melville and L.S. Davis, to whom the light looked about the size of an orange. They say it changed color as described by Adams and observed it

Hovering Over Minnetonka
waters in an uncertain way. The strange apparition did not leave the

Minneapolis horizon until nearly midnight, and was seen from several other places in the city. The best test of the veracity of all these witnesses is that their descriptions agree. Next the light appeared over Lake Minnetonka. Druggist Nevell of Excelsior phoned that he had seen it, giving the following description: "It seems to be coming towards Excelsior from the direction of Hotel St. Louis. We can see a green and a white light. Sometimes it takes a shoot down and we can see the green light plainly. Then it rises slowly up. It dodges around and sometimes seems to go almost in a circle." About half an hour later, at 9:20, Mr. Nevell again reported this time saying the light was receding in the northeast. Both the green and red lights had been seen at different times. Mrs. Dr. Small looked at it through a field glass, and through the hazy atmosphere was able to discern a dark body which moved with the light. It would move very erratically, shooting downward and to one side, and then rising with a succession of jerky motions. It was then rapidly fading from view, and at no time did the light look larger than an orange from Excelsior.

The light was again seen from the corner of Lake and Nicollet at 10:20. H. Webb Chamberlain, who lives at 3020 Motor avenue telephoned that it was in plain sight about due west, and its motions were being watched by a number of people. It was exhibiting a white light, but occasionally would flash red immediately followed by green. /

KEEPS THEM WONDERING. / That Airship Again Seen by Albert Lea Citizens. Albert Lea, Minn., Special, April 11.--The so-called airship was seen by a large number here last night and was watched for some time. Ex-mayor Gillrup says he saw the light about 10:30 and that it appeared to move up and down, then sideways and at last disappeared far in the northwest. There is much talk about the strange sight and all are wondering what the phenomenon really is. The suggestion that it is from the planet Mars is not generally believed, but those seeing the strange sight declare it is no illusion.

Cumberland, Wis., April 11.--The attention of people on the street of this city was called to a large, red light in the sky at 9:30 o'clock to-night. It was first seen in the southwest and traveled swiftly to the northeast, with a dipping motion. It was in sight some thirty minutes and is supposed to be an airship.

Merillon, Wis., April 11.--The airship was discovered here about 10:30 o'clock to-night by the night operator of the Omaha road. All that was visible was a red light, which turned to white and back to red again at intervals. It was moving rapidly towards the northwest when first seen, but after a time it turned and went southwest. Then it turned again and moved rapidly in various directions over the town. The light seemed to be quite high and looked much like a star, but no one in these parts ever before saw a star travel about the heavens in such an erratic way, and the only solution is that it was the airship.

(1917 April 13 (Sun) Minneapolis Tribune, p. 1. (card 1))

WONDER! / Mysterious Airship Seen by Stuart Mackroth. / Was But a Short Distance From the Earth. / Manned and Guided by One or More Living Beings. /

The already mystery still remains unsolved. Its visit to Minneapolis Saturday night was repeated Sunday night, and reputable citizens claim to have seen it in its rapid flight through the heavens. By all the same description of the phenomena is given, except in the case of Stuart Mackroth, of the Flour City National Bank, who claims to have witnessed it, and clearly discerned its most prominent features.

Mr. Mackroth is one of those who saw it Sunday night. He was riding in from Minnetonka on his bicycle, between 10:30 o'clock and midnight, when he saw a clear light moving about a quarter of a mile in the air above and toward him. In an instant it was immediately above his head, and in another instant speeding rapidly away from him toward the north.

According to Mr. Mackroth, the flying machine, or whatever it might have been, was shaped like an ordinary boat. In the bow was a large bright light, on either side a red and green light, and in the stern a pale light. The light in front appeared to Mr. Mackroth as an electric light of great power, while the others were of ordinary brilliancy. Further than this Mr. Mackroth solemnly asserts that he saw in the machine living persons, men women and children. They were moving about as if very busy.

Mr. Mackroth is a reputable young man and could have no good reason for telling such a story unless it were true. His description of this mysterious vehicle coincides with descriptions given by those who have seen it, or claim to have seen it, in other portions of the Northwest and Southwest. In many instances reputable business men have told stories not unlike that told by Mr. Mackroth, and until they are proven false they must be accepted as true.

On Sunday night the airship confined its flights to points within a radius of 50 or 60 miles of Minneapolis, have been seen at Eau Claire, Wis., Anoka, Excelsior, and Rice Lake, Wis. The most startling tale in connection with it up to date comes from Rice Lake. A special to THE TRIBUNE last night from that place says:

A THRILLING STORY.

"The mysterious and very much talked of airship came to anchor in the mill pond here at 8:45 last night, and signaled for a physician. One of our eminent physicians, Dr. J.P. Walby, went on board and prescribed for the captain, whom he found suffering with an acute attack of la grippe. He spent about two hours with his distinguished patient, who refused to give his name. About 10:15 the captain decided to resume his journey, taking Dr. Walby along. To this the doctor objected. The captain presented a rifle at his breast and

threatened to shoot if he refused to accompany him. They scuffled for the rifle, and the doctor possessed himself of the weapon, and the ship being then under way about 100 feet above the water, the doctor leaped overboard, lighting upon a snag log in the pond, from which he was rescued soon after by Dr. D.C. McClintch, J. Bassett, P. Fournier and F. Miller. The doctor has the rifle, and the captain has the doctor's prescription case and instruments. The city has gone stark crazy over the event."

The above is the first story attempting to describe a visit of the aerial mystery to either earth. The reference to the attempt to carry away a physician sounds rather "fishy," and may be the result of an overworked imagination. If the doctor dropped 40 feet with a heavy rifle in his hands, landed on a log in a mill pond, and stayed there until a boat went after him, he must be a little on the mysterious order himself.

A dispatch from Milwaukee, however, in a more serious vein, tells of the second visit of the ship to that city Sunday night. It was seen by thousands of people, and stopped for a quarter of an hour directly above the city hall. Station Keeper [redacted], of the [redacted] station, saw it distinctly, and was one of the few who did not at the same time lose his head. Mr. Moore says:

"The machine, or whatever it was anchored and stopped directly over the city hall. The light which I saw was suspended from a large, dark oval-shaped object, the shadow of which could be distinctly seen. In fact, it could be seen so plainly that I could discern the wheels working. I did not see any one in it, but any one who claims that the thing I saw floating over the city hall is a star simply don't know what he is talking about. I saw it too distinctly to be fooled. It was, I would judge, about 1,000 feet above the city hall."

1897 April 13 (Sun) St. Paul Pioneer Press, p. 2. (card 1)

WHOLE FLEET OF AIRSHIPS / WITNESSED BY DULUTHIANS. / The Most Scientific Observation of All Yet Made Is Reported From the Head of the Lakes.

Duluth, Special, April 12.--Several Duluth people with the mysterious airship in mind perched on top of a business block to-night with night glasses and light refreshments and cigars to pass the time as pleasantly as possible. They settled in their seats of observation at dusk and it was 9:30 before they discovered the airship. Meantime they had found it necessary to replenish their refreshments several times. The observers were gratified, they said, to suddenly see several lights to the west moving rapidly north. There is much diversity of opinion as to the number, but one of the observers says that with one eye closed he could see at least three distinct airships in outline, spread out like a flock of geese. The night was too thick for good observation, but if there is a fleet of airships it may be that all the places that have reported seeing the same airship may have seen different ones. /

Deadwood, S.D., Special, April 12.--People have gazed upon the airship and noted its flight in the skies. Last night one young man, while returning to his home from a social call at a late hour, distinctly saw queer lights floating in the air above him and the dim outline of a mysterious something sailing slowly over the city. It moved in a leisurely manner and was in sight for at least twenty minutes. The same thing was observed by four other gentlemen, and each gives a different account of its appearance. The gentlemen are personally unacquainted with one another, which would seem to give their statements a semblance of truth! /

Eau Claire, Wis., Special, April 12.--One hundred and fifty people were assembled at the Omaha depot about midnight last night by a report received there from Merillon that the airship was coming. The telegraph operator and others saw it through field glasses and vividly described it to the crowd, several of whom saw it also. There was considerable excitement. /

Negaunee, Mich., Special, April 12.--An object that cannot be likened to anything but an airship was sighted over this place between 7 and 8 o'clock last evening. It was witnessed by George W. Hall, formerly of the St. Paul inspection bureau, and several other reputable citizens. It disappeared suddenly toward the south before the attention of others could be called. /

Grand Rapids, Wis., Special, April 12.--The mysterious airship passed over here at 9 o'clock last evening and was watched by one hundred reputable citizens. The peculiar red light was clearly visible, moving rapidly in the western heavens. A few excited persons claimed to discern plainly a framework of some sort surrounding the red light, which shone with flickering luster. It set everybody wondering and then disappeared quickly. The whole town will watch for this western stranger to-night. /

Faribault, Minn., Special, April 12.--A number of people witnessed the peculiar light in the sky, called by some the airship, last night. It was going north.

(Note--The Pioneer Press at this point notified its correspondents at other places that they need not discover the airship.) / IS IT A STAR? / Illinois Savant Pronounces It Alpha Orionis.

Milwaukee, April 12.--While the people of conservative Milwaukee are not as a rule inclined to purchase stock in the Aerial Circumnavigation company, says the Sentinel, there are several persons who believe they have seen an airship scudding away over the city, notwithstanding the statement of Prof. Houghton, of the observatory at Evanston, Ill., that the heavenly visitor that has caused all this excitement is the star Alpha Orionis, that has been navigating space in an eccentric manner for ten million years.

According to Prof. Houghton, Alpha Orionis appears on the meridian at 5 o'clock and becomes visible at 8 o'clock. At that time it resembles a strong white electric light. If first becomes noticeable in the central southwest portion of the sky. At an unusually rapid rate

for a star it takes its course toward the northwest, finally disappearing in that corner. As the star begins to sink the atmospheric conditions cause it to appear to be a reddish hue on the under side and green on the upper portion when seen through a glass. The center of the body is white. Another star which has an unusually bright appearance is Sirius, which is visible toward 10 o'clock in the southwest portion of the firmament.

As seen in Milwaukee last night there was a perceptible undulation in its motion, and the dips succeeded one another at about the rhythm of the pulse beat. It moved rapidly and disappeared off toward the northwest, near the horizon, vanishing by degrees. The colors, red, white and green, which it exhibited, were the result of an atmospheric refraction. When first noticed the object was almost overhead, only a narrow arc intervening between it and the zenith. It bore away at a rate unmistakable for the ordinary movement of stars.

1897 April 13 (Tues) St. Paul Dispatch, p. 4. (card 1)

Air-Ship in St. Paul / The Mystery is Cleared Up In Court House Square.....

At 9:05 this morning the wonderful air ship which has been seen hovering over Wisconsin and Minnesota for the past several days, appeared suddenly in the sky directly over St. Paul and attracted the attention of thousands of eyes and, of course, created a profound sensation.

Business was suspended and [135,472] people collected in the streets and gazed in wonderment on the curious-looking creature in the sky. It was easily several feet--perhaps more than that--in the sky and still it could be easily distinguished with the aid of a telescope.

The peculiar object circles slowly around like a great bird, then suddenly took a shoot downward and in an incredibly short space of time landed on court house square, where it was immediately surrounded by an immense crowd of curious citizens.

It was built in the shape of a huge cigar with immense wings floating off from the side and a great wheel at the rear. It was constructed of some peculiar white metal which was recognized by many as free silver, but which others claimed was something entirely new in this section of the country. No sign of life appeared on the strange vehicle for at least three minutes and a quarter, when a hidden door in the center pushed outward and three strange-looking persons stepped out on the prow and gazed in and about them.

They were fashioned for the most part like ordinary men, save that there was no line of demarcation between the nose and the mouth, and they were furnished with immense gills on the sides of their heads, which resembled the fan-shaped ear of the elephant, and moved in and out with the regular respiration of the owners. The mouth was immense and stretched from gill to gill, while sticking out from their backs was something resembling a huge fin. Their feet were as pointed as tacks, and every time they stepped the feet stuck in the ship. These feet were made in ~~xxxxxxx~~ this fashion they said in order to prevent them from slipping off the planet on which they lived. If they started to slip they stuck their feet in the planet several feet, and they stood no more show than a telegraph pole of slipping off into space. Concerning the fin they said it was used to guide them to where they wanted to go in case they did slip off. Their eyes looked like boiled eggs, and their hands were simply claws. This was essential, because in some places the air got so heavy that it was hard to dir their way out with the aid of ordinary fingers. So they had claws made instead.

The first man to speak was Mayor Doran, who extended his strange guests the freedom and welcome of the city. When he had finished his speech he asked the trio hither they had come.

"From Mars," one of them answered.

This stumped his honor, and pulling a ward map from his pocket he hastily scanned it, then shook his head.

"He means he Mars, Iowa," suggested a bystander, but the leader with the big flaps shook his head dispartedly and pointed into the sky.

"From Mars," he said.

Somebody brought the mayor a picture of the planets, and he immediately asked:

"How many votes have you up there?"

To which the strange man replied that things on Mars were not as base as they were here, and rulers were born, not made.

"Up there," said the queer-looking creature, "we are all appreciated at our true worth. We are elevated as we deserve, and there is no such thing as internal dissention, no throwing down of trusted men, no striking in the back and no ill-natured joshing. They all see us as we are and honor us as we deserve."

The mayor gazed curiously at the speaker for an instant, then jumping upon the prow of the airship, exclaimed delightedly:

"Why Eddie Hinebaugh, as I live!"

The creature smiled happily and extended his claw.

"At last," said he, "I have found a place where I am appreciated and satisfied."

"Allow me," he said, stepping aside and revealing one of his companions, "to introduce you to one of my ~~xxxx~~ trusted lieutenants, who accompanies me on all my dreamy flights. This, Mr. Mayor, is my pal P. Fortune. The other needs no introduction. He only lives in the Eighth ward."

The crowd broke into delighted applause, to which Eddie responded with his usual gallantry and patronizing air. He had more air with him than anything else, for he needed it to run his air ship. He invited the people aboard to see his new craft, but no one responded. He despaired [sic] of having his invention accepted at all, when suddenly there was a commotion on the edge of the crowd and Judge Nelson pushed himself to the front. There was a cordial embrace between the two and in a few remarks Judge Nelson exclaimed:

"Ho you haf chanjet."

Suddenly there was another commotion and Fat Scamell rushed hurriedly to the side of the erstwhile leader, who is now one of the objects in the sky. Praver than all the rest, he accepted the invitation and stepped aboard. There was a shrill whistle. The first lieutenant pulled the lever and the ship shot off in the air. Fat looked helplessly over the rail, and it was seen that his face had changed and his mouth and nose had come together. His hands were claws and he had [ears] like a circus tent. The ship was last seen hovering over South St. Paul.

1897 April 14 (Wed) Minneapolis Tribune, p. 5.

(card 1)

IT IS STILL ALOFT / MYSTERY OF THE AIRSHIP YET TO BE SOLVED. / Reports From Different Parts of the State Show That the People Are Alive to the Situation, Whatever It Is--Reputable Citizens Claim to Have Seen the Weird Object With the Naked Eye--All Sorts of Theories Advanced Regarding the Aerial Stranger.

According to reports, the air ship lingers over the state, loth to take farewell of its climate and its people. Again last evening it soared aloft in its deviating flight, seemingly regardless of natural laws, starting and stopping at will. Many who saw it as it passed in its aerial flight, but as usual the passengers aboard the monstrosity ignored their wondering fellows, who were absorbed in rant inspection of the contrivance. Ready testimony is volunteered by the eye-witnesses if their accuracy should be questioned.

The ship passed over the city last evening at a comparatively early hour. The employes at the North Side pumping station saw it shortly after 9 o'clock in the southeast at a high rate of speed, finally disappearing. There were different colored lights displayed as it cavorted before their gaze. Nor were they alone in their declarations. From the policemen of the southern end of the city was received word that the mysterious affair had been sighted in the west, displaying singular uncertain actions, as though characterized by temporary indecision. There were different colored lights, all handled in a scientific manner.

A number of people who had collected at the top of the Guaranty Loan building claim to have seen it for a short time about the hour mentioned by the police of the south end. The direction it was taking indicated a northwesterly course, slightly beyond Lake Harriett. That it passed near there was ascertained by telephone, the information to that effect coming from residents who beheld the wonder of the heavens as it whizzed past at a great altitude. The description given corresponds to that of a number of people at Stillwater Junction at an earlier hour. According to their statements it was equipped with colored lights, and was traveling southward. The operator at North Wisconsin Junction says he obtained a good view of it. He stated that it was cigar-shaped and that a red globe was dropped from it.

There were no conflicting descriptions of the monster by those who witnessed it last evening. The different colored lights were present in each instance. In this respect corroborative evidence was received from Grantsburg, Wis., where, it is said, the ship was seen by a score of people moving northwest over the St. Croix river, disappearing in the distance. A red light marked its course. Similar reports were received from St. Paul, where the ship was reported tied up to a bank of ~~low~~ clouds at the northwestern part of the city, remaining in view a sufficient length of time to assure men and women and children of a possible trip to Mars in the near future.

The people of Douglas county say they saw the ship at an early hour yesterday morning, and a number of policemen in Duluth made a special report of the fact to the department. They spoke of it as [60] feet in length and stated that it glowed with the effervescence of a lightning bug on a summer's evening.

Thousands of people gathered at convenient points throughout the city last night awaiting the appearance of the monster. The heavens were cloudless, affording an excellent opportunity for observation. Little groups were at every street corner; passengers awaiting electric cars scanned the heavens for the mysterious visitor, and children speculated upon its probable appearance and meaning. At Nicollet and Washington avenues nearly 200 people were gathered at one time, many sure that they saw the object of their curiosity. One block distant, at Hennepin avenue, a similar crowd was to be seen. Men near the three-score-and-ten limit stared and twisted about, ever and anon brushing the dust from their spectacles. Far to the north Venus was slowly sinking to the horizon, brilliant in the illumination of this season. Gray heads declared it was no planet; they contended it was giving out a different light from what they supposed issued from that source, and some accepted the belief that it represented the air ship seen so frequently of late.

Cartoon! Two drunks look at clock tower w. light in it--And the Clock Struck Three. "Shay, Freddie, it's poin', hic, to come down and take us aboard. Don'r you hear the bell!"

1897 April 14 (Wed.) St. Paul Dispatch, p. 4.

SCHWEITZER SAW IT. / Latest Testimony Respecting the Airship.

Chief of Detectives Schweitzer is among those who saw the "airship" last night. He witnessed the different colored lights from his home on Charles street. The "ship" hovered around in the vicinity of the fair grounds for some time, but it was apparently so far away that nothing but the lights could be distinguished.

Samuel A. Smart, general baggage agent of the Great Northern road, who lives at 835 Holly avenue, also says he saw it.

17.7. Budd Reeve of North Dakota came to town:

"I want to say that we have found out all about the airship in North Dakota. It is the advance agent of prosperity sailing around looking for the best place to light, or rather to see where prosperity is needed most. ["]

OF COURSE THEY SAW IT. / Everybody Knows All About What He Thinks of the Airship.

Stillwater, Minn., Special, April 13.--Telegraph operators along the Omaha line in this vicinity of this city saw the airship to-night. At Stillwater Junction lights only were seen, but at North Wisconsin Junction the operators claim they saw the outlines of the ship, which was cigar-shaped. As yet no signs of it have been seen in Stillwater. /
 Replatton, Minn., Special, April 13.--The airship was sighted to-night a little before 9 o'clock and was watched by fifty people for fully ~~more~~ twenty minutes. The outlines of ~~the~~ the craft could not be distinguished, but the colored lights were plainly visible. It moved rapidly in a northwesterly direction. /

Clayton, Wis., Special, April 13.--What is supposed to be the airship was seen by people on the streets here at 8:40 p.m. It appeared to be moving in a northwesterly direction and showed red, green and white lights. /

Winona, Minn., Special, April 13.--Harry Friday and several ~~other~~ other Winonans have seen the "soap bubble" airship, but take no stock in the many stories which are told about it. It is thought here to be a star. It is seen by Winonans to show both red and green lights, and seemingly to sway back and forth. It appeared just southwest of the evening star, and back behind the western hills by 9:30. /

1897 April 14 (Wed) St. Paul Pioneer-Press, p. 4. (Card 1)

STORY OF THE AIRSHIP / IS SEEN CLEARLY NEAR NEW ULM. / What It Really Is--How It Is Constructed--How It Runs--And Why It Is Built and Operated. /

New Ulm, Minn., Special, April 13.--The airship, after making nightly flights over the cities of the Northwest, after mystifying the people of half a dozen states and arousing the curiosity of the entire civilized world, has not only appeared in this city but it has left a message explaining in part its strange actions.

The news of the airship has aroused the curiosity of the people of this city and for several nights those on the streets have been on the lookout for the red, green and white lights among the stars. About 10 o'clock to-night the moving light of the airship was discovered in the Northeast. It seemed to be moving rapidly in a generally south-west direction, but its course was not direct. It appeared to be approaching the city, but while it was still some distance away it veered to the west and then, circling around toward the south, it came nearer again, and when it was directly overhead it seemed to stop. But while the light seemed to be stationary it was noticed that it kept growing brighter and brighter until it was evident that the airship was coming down. Just as the curiosity of the spectators was at its height the light app made a sudden shoot for the east and its appearance indicated that the mysterious visitor was rising as it traveled almost due east.

The crowd was still watching the disappearing light, wondering whether it would return, when a loud thud on the sidewalk only a few feet away attracted attention. A small package had struck the walk. The wrapper was a copy of the Sundry Pioneer Press. On the inside was a bar of type metal and tied to this was a folded piece of paper. This was hurriedly taken to the hotel across the street and examined. It was covered with typewritten matter which was as follows:

"Appreciating the interest that the airship has aroused and the curiosity of the entire world regarding its construction, its operation and its mission I have decided to make this statement. I can safely do this now since enough trials have been made to show that the machine is a success so that I am no longer afraid of the public derision which has been meted out to all my predecessors who have tried to emulate the birds to fly through space from the time of Darius Green. That is why I have operated only at night and that is the cause for the mystery of my flights.

"I have been on the wing now for several days, off and on, almost weeks in fact, for it was a considerable time before my lights were first discovered and I was flying about unknown to those below. I started from the Pioneer Press building in St. Paul. My machine is so constructed that it is necessary for me to start from a high place. I selected the Pioneer Press building because of its height and its central location in the city. Since then I have been flying about having fun with folks.

"My machine is of peculiar construction and it embodies several new principles in aerial navigation, but I have solved the problem. The basis of my airship is a good-sized aluminum cylinder, hollow and open at both ends. On this is a platform and about ten feet above the platform is a big bag, as long as the cylinder and with larger diameter. This is filled with gas and serves as the agent of voyaging for the ship. At the sides of the cylinder are large wings and at the stern is a large fan-shaped rudder.

"The machinery and what would be the cabin on a ship is on the platform. The machinery is operated by a storage battery motor. One of the principal machines is a fan that operated in the cylinder. This is like the ordinary blow-fan used for ventilating buildings. It exhausts the air in the cylinder in front and blows it out in the rear. It revolves very rapidly and exhausts the air so fast that the atmospheric pressure drives the boat ahead. The speed that can be attained by this means is almost incredible until it is tried.

"Although this is the main means of propulsion the motor also operates the fan wings at the side. They can be stretched out horizontally to sail as a bird sails on the wind, or they can be moved to act as large fans to fan the craft forwards. They can ~~also~~ also be elevated above the machine, and this is their most effective use when it is possible, to act as sails, just as the sails of a ship operate.

They can be folded over the machine to form a parachute to drop down straight, or they can be folded up so that they offer no resistance to the wind in going against it or in diving. The machinery that operates them is somewhat complicated, but its operation is simple and they can be used in any of these ways since their only purpose is to help the machine go. They are not needed to steady it, because the gas bag looks after that business. The lights which have made all the fuss have no special use. Their purpose, when aerial navigation becomes common, as it certainly will, in view of the success of this ship, is the same as the lights on a ship on the sea. I have put them now because I wanted to test the machine in its complete form. I am not afraid of collisions at present.

On the platform is also a small cabin fitted out comfortably. I am writing this on my typewriter 2,000 feet above the earth's surface. I have in this cabin everything I need on a trip of several days. The cabin is airtight and in it is an oxygen generator, so that I can go as high as I please and make my air to order as I go. I am going to drop this at the first town I strike."

There was a signature to the letter, but it could not be made out. But the letter caused the greatest excitement in the town.

Now that this much of the secret is out the Pioneer Press might as well "acknowledge the corn." As the Pioneer is always at the fore not only with news, but with methods, as it was the first in the Northwest to employ advertising agencies, so it is the first in the field with an airship to carry the gospel of "The oldest and the best newspaper in the Northwest."

1897 April 15 (Th) St. Paul Pioneer Press, p.

MORE OF 'EM. / Additional Airship Returns Are Received.

Winona, Minn., Special, April 14.--Last evening the residents of Fountain City were astonished to see sailing directly over the city, several thousand feet from the ground, a bright light, which was nearly as large as the moon. The light was a bluish white and looked like an electric light. The light was at once recognized as very likely being from the now famous and mysterious airship, which many people heretofore in this vicinity have taken very little stock in. The craft was going with the wind and at a good rate of speed. Being so high in the air the form of the vessel could not be made out. Yet those who saw the light swear it could have come from no star, as it was too low and too large, also that the light had the appearance of being electric and coming from a vessel. Among those who will swear to the statement and saw the light are Messrs. F. Gerlich, Sterling Smith, A. Dressendorpher, Hugo Heck and Joseph Schuster. The red and green lights seen at other points were not noticeable last night. The airship was watched until it sank beyond the hills in the west.

Canton, S. D., Special, April 14.--Late last night an airship, headed due north, passed over Canton. It was going at a rapid rate and was seen by Mayor C.M. Sealey, ex-Mayor Laxson, Dr. Lewis, Dr. C'Neil and G. W. Stanley, all leading citizens. It appeared quite large in the light of the moon and carried red and green lights. It was propelled by 4 huge wings or fans and was going against the wind.

1897 April 15 (Th) St. Paul Pioneer Press, p. 5. (card 1)

ADAM SAW THE AIRSHIP LIGHT / IT IS AS OLD AS CREATION, SAY THE ASTRONOMERS. / Severinus J. Corrigan Explains That the Light Is Alpha Orion--Its Apparent Peculiar Motion and Change of Color Due to Atmospheric Conditions and Purely an Optical Illusion--The Light in the East is the Star Alpha Bootes--Description of the Stars. /

While it is possible that an airship or two may be cruising about in the heavens, the light that so many people have been watching have nothing to do with those airships if astronomers are to be believed. What has been reported to be the highlight of an airship is only an ordinary first magnitude star, say the astronomers, filling its regular place in the sky at the place it has filled since long before airships were ever thought of. As reported from various points in the Northwest and as seen at St. Paul the past two or three evenings the glittering object has been seen in the Western sky, at first half way from zenith to horizon, at about 8 o'clock in the evening. At apparently a remarkable speed it has taken a course toward the northwest, gradually descending until it disappeared in the murky atmosphere of the horizon.

Prof. Hough, of the Northwestern university, of Evanston, Ill., in an interview in Tuesday's Pioneer Press, said that the alleged strange celestial visitant was the star well known to astronomers as Alpha Orionis, which, says the professor, "has been navigating space in an eccentric manner for ten million years."

Mr. Severinus J. Corrigan, the well known astronomer and scientist of St. Paul, corroborated the assertion of Prof. Hough, except that he denies that there ever has been, is now, or ever can be, anything "eccentric" about the "navigation" or motions of this star or any other star. The characteristics of all stellar bodies, he maintains, are natural and regular and have been regular since their creation.

"The star that has caused all this talk is always seen in its present position at this time of the year," he said yesterday. "It is the largest star in the constellation of Orion--the 'mighty hunter' of mythology--the constellation, which, with its three stars in line forming the 'belt' and three others making the 'sword,' is every evening to be seen 'slowly sloping to the west,' as described in 'Locksley Hall.' Every schoolboy knows that astronomers name the stars in a constellation in their order of brightness by the letters of the Greek alphabet--Alpha, Beta, Gamma, etc. The

Brightest Star in Orion, which on the sidereal maps is placed in the shoulder of the 'mighty

hunter,' is, therefore, called Alpha Orion, or, when Latinized, Alpha Orionis. The name given it by Oriental astronomers is Betelgeuse. Orion has another star of the first magnitude, Beta Orionis, or Rigel, which is in his foot.

"The apparently wavering or dancing motion of Betelgeuse is peculiar to all stars in similar positions in the sky, and is caused by the irregular refraction of the rays of light, and is only an optical illusion. It is ridiculous to suppose that there is really such a motion of the star. The change of colors is also due solely to atmospheric influences. People have noticed these things for all time, but only the ignorant have ever been disturbed by them, and it is singular that they are not better and more generally understood at this day.

"But while some observers thought they were sighting the airship in the west, others were excitedly gazing at another glaring object, at about the same altitude from the horizon, in the east, which they declared must also be an airship or its headlight. But this is also a star, well known to every student of the geography of the heavens as Alpha Bootes, or the first magnitude star Arcturus in the constellation of Bootes, the mythological 'herdsman'--the same Arcturus mentioned, with 'his sons,' in the Book of Job.

"I was inclined to believe," continued Mr. Corrigan, "when the first reports were published, that certain inventors had possibly succeeded in constructing an airship and might be testing it somewhere, but when it was said to have been seen at the same moment in different parts of the country, I realized that the stars must be confusing some people. It is quite possible that some craft adapted to aerial navigation will be constructed and used within the present generation. Such an invention is not opposed to scientific principles, but rather in accord with them. But an airship will be likely to disappoint its inventors, in the amount of great results, at least. It will certainly not drive railroads out of existence nor supplant existing methods of transportation to any important extent. But as long as people see only the objects they have seen within the past few days, they will never see an airship or even its headlight."

AIRSHIP'S FOOTPRINTS.

Two Truthful Citizens Come Upon the Mystery on Land. The road to Hudson, Wis., has long been the road to blissful realizations. And it was upon the road to Hudson that Frederick Chamberlain realized Tuesday night what this community and the Northwest have been anxiously awaiting. Frederick Chamberlain's hopes were then and there realized, and the hopes of O.L. Jones. For at 11:15, or maybe 11:20, Tuesday night, upon the road to Hudson, one mile this side of Lake Elmo, Frederick Chamberlain and O.L. Jones survived an encounter with the famous airship. Messrs. Chamberlain and Jones saw the airship in the air and the airship in the mud. To convince themselves that they were not sleeping, nor the victims of too hearty a supper, they pointed out to each other the footprints of the Martian monster in the palpable Minnesota mud. Fourteen footprints were readily discernible, each two feet in length, six inches wide, arranged seven on each side, and in an oblong pattern--the massy supports, manifestly, whereon the gruesome contrivance rested when folding its canvas wings. Premising this firm foundation for Fred Chamberlain's airship--and O.L. Jones' as well--the marvelous adventure can be related in detail. The circumstance that Mr. Chamberlain is himself a resident of Hudson, a locality synonymous, to many trusting souls, with the celestial paradise, the circumstance that O.L. Jones dwells customarily at New Sweden Nicollet county, the further circumstance that both are traveling men now at the Clarendon hotel--these features give but "local habitation" and several "names" to the following disclosure:

"Jones and I," said Mr. Chamberlain yesterday, "were driving in last night ~~xxxxxx~~ from Lakeland, Washington county. Soon after 11 o'clock we were about a mile this side of Lake Elmo when, looking off one side of the road and into an opening in the woods, we saw a man walking about with a lantern. He walked around and around, as if he was looking for something. There was no house near. The moon, you recollect, was shining brightly last night. We could see quite distinctly except for the shadows from the trees. So we thought something had gone wrong to keep man busy with a lantern in so lonely a spot. Jones said, 'Let's drive in there.' 'All right,' says I, and we turned our team--it was a two-horse buggy we had--off towards the clearing about two blocks distant. We hadn't gone five rods before the lantern suddenly disappeared. We heard a crackling of twigs and brush from the clearing. Then a rushing noise--irregular, more like wind blowing around the eaves of a house than like escaping steam. A second later and we distinguished a long, high object of a gray white color. The thing struck me as resembling most of the top of a 'prairie schooner' or immigrant wagon covered with canvas. At the same instant we saw two rows of lights--four lights in two pairs--one each pair including a red and a green light. The thing rose quickly at a sharp angle, so as to just clear the tree tops. As it passed over the trees to the south we saw several more white lights. But we could make out no machinery or wings or wheels or rudders or human figures, or even the exact outline of the affair. Fact was, it went up all in a jiffy, and we were too surprised to get a good view. Almost immediately after we saw the entire object it vanished behind the trees. The timber was right alongside us, and cut off our view. Jones said then, 'Why, man, that must be the airship!' I hadn't even thought of such a possibility although, of course, I've heard of the mystery. Anyway, we drove over to the clearing. It was rather wet ground and in the mud were the ~~xxxx~~ fourteen marks I described to you. But there was nothing else around that we could see in the bad light, although we looked for something accidentally left behind. Yes, we could hear the rushing noise for perhaps a minute after the thing disappeared."

A local citizen, or the party at the Clarendon, added that he has seen Adam Thielen, a Washington county farmer, yesterday morning. Thielen lives two miles this side of Elmo. Thielen told the St. Paul man a story of hearing a buzzing in the air about 11 o'clock the night before. This was while Thielen was walking home from a neighboring farmhouse. Looking up, he saw a dark object high in the sky and bearing red and green lights. The farmer was puzzled. 1897 April 16 (Fri) Minneapolis Tribune, p. 3.

News of the Northwest (North Dakota). Still in the Air. / Special Telegram to the Tribune.

Wheatland, N.D., April 15.--The peculiar aerial phenomenon known as the California airship was witnessed here last night by numbers of citizens. It was traveling in a northwesterly direction and was of a yellowish color, changing to red and blue at intervals and gradually lowering until lost from sight below the horizon. The same light was witnessed at different points along the Northern Pacific Railway the past two evenings and appears to be the same at all points.

The Tribune trusts that all of its Northwestern correspondents will not find it necessary to see the air ship by wire; but if they insist on discovering it, all that is necessary is to telegraph the place and date, which will be inserted in the stereotyping form used for this class of news. 1897 April 16 (Fri) Minneapolis Tribune, p. 5.

Is Wandering Still / The Airship Visits Portions of Minnesota Yesterday and Created the Usual Sensation.

The air ship still keeps up its wanderings. It was reported as having passed Glencoe, Minn., at about 8 o'clock last night. To the citizens of that village it appeared as an oblong object about the size of a full moon. It was traveling very fast and was seen for only about fifteen minutes.

From Howard Lake, Minn., also comes news of the aerial vehicles, Drs. Chilton and E. C. Tuttle claim to have plainly seen it. They describe it as being of the shape of a whale, apparently changing in its shape as it journeyed through the air. Four distinct and varying light they say were discernible.

p. 4--It is now pretty generally believed that the airship which has created so much excitement in several Western states was an optical illusion induced either by an unusually bright evening star or toy balloons sent up by practical jokers. The light was actually seen by several hundred people, and imagination added the corroborative details such as the outline of a cigar-shaped craft, people on board, etc.

Sun Apr. 18 p. 3--News of the Northwest (The Tribune trusts all of its northwestern correspondents will not find it necessary to see the airship; but if they insist on discovering it, all that is necessary is to telegraph the place and date. The airship editor will do the rest. 1897 April 17 (Sat) Duluth Weekly News-Tribune, p. 4 (eds).

That Airship.

The airship has struck the northwest circuit and is playing one-night stands in more or less close proximity to Duluth. No serious attention is paid to the report from Milwaukee, where observations made through beer glasses have always been discredited, but the testimony from Minneapolis fixes the airship as a fact and not an adjunct of the dreaded D.T.

The airship hove in sight of Minneapolis about half-past 9 Saturday night, and was promptly located by J.J. Barrett, Jasper Gibbs and Rev. M. Brown, all of whom were in or on top of the Guaranty Loan restaurant a hashery noted for its prohibition principles. All three of the gentlemen mentioned were sober, a statement easily accepted, as none of them claimed to have seen more than one airship.

The aerial navigators should give Duluth a call, as we have unusually excellent terminal facilities to offer. In case of accident the bay will be found much softer to drop on than the country around Minneapolis.

When you see an airship--try bromides. 1897 April 17 (Sat) Duluth, Minn. (Wkly) News-Tribune, p. 6. (card 1)

SEE THE AIR SHIP / Party of Young Men Scan the Heavens at Night. / NOT ONLY ONE SHIP BUT THREE / Hard Times in Duluth Do Not Deny This City the Privilege of Seeing Unusual Spectacles / (From Tues.'s Daily)

A half score of young men that have been very much interested in the movements of the mysterious airship that has been reported from scores of places, and which Saturday night was seen in Minneapolis, concluded the aerial machine was about due to arrive off Duluth last evening and so they determined to miss the opera and see the visitor if it should pass this way.

The party provided plenty of wraps, for the night was thick and the atmosphere was cold and damp. Refreshments were provided also in liberal quantities for the air ship does not appear to move on fixed schedule time and refreshments would help to pass the time. The observers were provided with night glasses and went into camp on top of a West Superior street skyscraper. Between the partaking of refreshments and cigars and casting lots to see who would go for fresh supplies, the time passed as merrily as could be expected under the circumstances. The heavens were scanned at frequent intervals.

It was about 11:15 when one of the observers suddenly exclaimed, "There she goes, by the great horn spoon."

The announcement caused such a commotion that some of the refreshments were spilled. The observer that had produced the excitement was staring through his glass, first with both eyes open and then with one.

eye closed. With one eye closed he could see three air ships sailing northward and about three miles west of Duluth, in the shape of a letter V, or like a flock of wild geese. With both eyes open he could see simply a confused mass of green and blue lights.

"Talk about air ships," said the discoverer, "there is a whole fleet of them."

One of the air ships appeared to be making signals and it is supposed they were intended for the hydrographic office in the board of trade building. Any reports of air ships seen to the south of Minneapolis and St. Paul last evening are probably the result of imagination. The real air ships abroad last evening were those seen by the party on top of the Duluth business block.

One member of the party that did not have a glass to favor his observations with tried the plan of closing one eye and says that if there were not more than three air ships in the fleet his vision is not to be trusted. The airships did not perform any of the tactics attributed to the lonesome air ship that came into view at Minneapolis and other places but appeared to be holding a steady course for the North star.

There was considerable conjecture among the young men that exposed themselves to pneumonia for the sake of getting a look at the air ship, as to where the fleet could be bound for. It is presumed it is headed for the gold fields or the north pole.

One of the observers holds to the theory that it is an air ship race around the world and that the people to the south have seen at different times all three of the aerial machines and that during that time the ships were merely jockeying for a start. It had been supposed that strong drink comes so high in Duluth that this city would be denied the privilege of seeing the air ship and it will be a matter of public gratification that Duluth has been favored even more than other places in spite of the hard times.

1897 April 20 (Tues) St. Paul Dispatch, p. 4.

It was...Scott's...Air Ship. /

The Dispatch has exerted itself--and it flatters itself with a fair degree of success--to properly portray the many-sided genius of our gifted impresario, Louis Napoleon Scott. His charmed circle of remunerative play houses, his wide-reaching and deep value-giving medium, his players' hotel and his dramatic railroad have all been duly exploited, but it appears that, like the Queen of Sheba, the half has not been told. Quod erat demonstrandum.

The most casual reader and observer must have had his attention attracted by the recent stories of the airship which has been making flitting about the heavens, demoralizing communities and wrecking the church standing of more than one theretofore truthful citizen. Hundreds saw it and hundreds were denounced either as Munchausens or as having looked upon the wine when it was red, or as having viewed the airship through a (beer) glass darkly.

But it was all Scott. On his head be all the anathemas. It is his airship and when driven in a corner, he could not deny it. He is the St. Paul [] of the cycle show, and it was to his Protean genius that the airship owed its actual existence. It was real, it was earnest, and to advertise the cycle show was its goal and now Scott can do no more than to stroke his amber mustache and acknowledge the soft impeachment. What he has done with the great machine, what he proposes next to do with it, whether he steered it through the empyrean himself or by proxy, what will be the next exemplification of his massive brain--these are secrets which he may tell to the night wind, but which for the present repose in undisturbed serenity behind the rhinestone which guards his breast.

DAKOTAS

1897 April 14 (Wed eveg) Fargo (R.D.) Forum and Daily Republican, p. 1.

The Airship.

Reports from Jamestown, Dawson, Steele, Bismarck, Mandan and Dickinson are that the airship passed west last night along the line of the Northern Pacific. It was seen at Jamestown by Druggist Avis' wife and the Western Union operator. Other towns west were called up and viewed the wanderer through glasses, Bismarck getting an especially fine view. This is the report from the west today, for what it is worth.

April 16 p.1--N.D. Kernels.

The Grafton? Tribune thinks the airship reported seen over that city was a flock of geese.

April 17 p. 2--It is hoped the airship fake has reached its pinnacle of agitation (?). Judging from the amount of space used, genuine space must be scarce in some quarters.

Mon. Apr. 19 p. 1 ND Kernels--Editor Richter of Larimore claims that he and 200 others saw the airship on Friday night--while attending a spelling bee.

May 7 Bernard

1897 April 16 Ward County Reporter (Minot, S.D.) (wkly) (Fri) p. 4

Local and Personal Items.

There has been considerable discussion of late over a strange aerial traveler that has been visible to residents of our city for the past three evenings. The statement that this visitor is an air ship and that it has aboard living human beings might easily be disbelieved by one not having seen and conversed with them. Last night about 10:30 as a R.E. Porter representative was looking around in search of the fleeting local, an exceeding bright light was seen in the direction of Clevens' coal shed, upon approaching, an air ship was seen in the act of coaling up with Mouse River Lignite coal. The ship is constructed out of some kind of material never before seen on this planet, and

has several different colored lights which shine from a sort of dome rising from nearly the center of the machine. The people who own the machine are strange appearing creatures with blue hair, red eyes and small appetites. The captain of this strange craft can not speak English but could make motions, and from [him], we learned that he had signed a contract with Mr. Clevens to use lignite [coal for] the entire fleet of air ships now [flying] over this country, and that a [] of the ships would make regular [trips] between here and the planet Mars [] [in order] to bring over a large colony of [that planet's] inhabitants. And the air ship sailed [away] [] we see the lights yet [] once [] .

Fri Apr 23, p. 4--Velvy

The air ship was observed here last Saturday between 1 and 2 o'clock in the morning, from the roof of Ole Nelson's "pig" [saloon?], steering in ~~southeasterly~~ a southeasterly direction.

Fri May 7 p. 4--Norman.

Last Sunday evening the settlers of this locality were aroused by seeing an object coming rapidly towards us off in a northeasterly direction, something like an air ship, coming with the speed of lightning. But as it got nearer we could see something like a human body on a wheel. It was Olaf Clevens on his bicycle.

1897 April 17 (Sat.) Argus-Leader, Sioux Falls, S.D., p. 1.

The Air Ship at Pierre.

Pierre, April 17.--The air ship visited this place last night. At least two men in this city and a number of residents of Fort Pierre say they are willing to take oaths to seeing it. It passed over the city several hundred feet high, going west, and showed the usual red and green lights. Fire chief Monkhouse and James Seals saw it here and J.B. McLeod saw it at Fort Pierre. Seals says, beside the light, he saw a dark body hanging below with long arms extending on each side. The moon was shining brightly and all are certain there could have been no mistake.

1897 April 17 (Sat) Argus-Leader, Sioux Falls, S.D., p. 2.

The Air Ship Was at Vermillion. / Many Persons See Its Lights--A Grocerman's Son with a Kite.

Vermillion, April 17.--(Special to the Argus-Leader)--The much talked of air ship has crossed the border near this state and has been seen on several occasions near this city. Curiosity has caused many to watch for the appearance of the delusion over this city. Last night at about 11 o'clock, a sudden brightness appeared in the sky which slowly approached the city from the northeast and made a complete circuit of the business portion of the city. The image was seen by about twenty men who were on the street at the time. The descriptions are many and varied but all seem to agree that there was a bright red light which moved slowly in the sky. Some of the more thoughtful spectators hastened to the home of the professor of astronomy of the university to get a sight at it through the large telescope. Unfortunately the image disappeared before the instrument could be gotten in place. Stories were rife on the streets this morning and no doubt before night would have developed into an image with two lights and men's and women's voices as the general description given. It leaked out however, that a certain grocer's son had made a kite the day before and the tail thereof needed a lantern to give it proper ballast. The story somehow lacks the confidence at night that it had in the morning.

1897 April 19 (Mon) Argus-Leader, Sioux Falls, S.D., p. 8.

See the Airships. / Train Men See the Lights of the Airship--Are Very Positive.

Madison Sentinel: Trainmen on the west bound train Thursday evening saw the famous airship. It was visible to them all the way from Howard to Artesian. It was after dark and starlight when the mysterious object first appeared. It seemed very bright at first and could be seen from the interior of the coach by looking through the very top of the coach window. Conductor Joe Wright stated to the reporter that the red and white lights were plainly visible and seemed to change position as the object varied in its course. When the train reached Artesian the object was much nearer the ground and seemed to be rapidly descending and passed out of view in the form of a big red light. Mr. Wright says they saw a mysterious something and thinks it could not have been a meteoric phenomenon for the double lights were very distinct.

1897 April 20 (Tues) Argus-Leader, Sioux Falls, S.D., p. 6.

State Notes in General.

The festive air ship has put in appearance in Brookings county. The state, county or city that doesn't have an air ship pretty soon will be away behind the times.

Deadwood Pioneer: C. A. Peckinpugh who was on shift at the Welcome hoist Thursday night, and a companion, say they saw an air ship light on Terry Peak. It is said that it was also seen by fifteen or twenty others, some of whom started up to investigate but before they reached it, it rose and flew away. It was cigar shaped with enormous wings.

Sat. April 24 (State Notes)--The white and green lights from an airship were noted by telegraph operators this week along lines of railroad from St. Louis to Minneapolis. Tuesday evening a number of citizens of Woonsocket saw the light passing west of the city and disappearing over the Wessington hills. Among the observers were Al. Strub, Gib Dzize, H. DeCamp and Mayor Wilde.

21, 6 It is suspected that the airship stories are really a disguised advertisement for a new brand of whiskey.
22, 1--Hudson on airships.
22, 6--Ships That Pass in the Night / NYHerald--From the many different descriptions of that western airship it is evident that many who have seen it have used different phrases--contents unknown.

1897 April 26 (Mon) Argus-Leader, Sioux Falls, S.D., p. 1.

Had an Air Ship. / The People of Pierre See an Air Ship Which Alights in the Locke Grounds.

Pierre, April 26.--A great deal of talk was occasioned last week by the rumored flight over the city one evening of the noted (?) air ship so many have reported from various parts of the country. Whether the visions of those who discerned it were clouded by any unusual inward libations of prohibition water is not known for certain. Anyhow, the night following its reported passage some joker sent up two large tissue balloons connected by poles, with a rigging in between which resembled a car. This craft slowly sailed over the city, and crowds gathered on the streets straining eyes out to make out the details of the object in the moonlit sky. Some were yelling for it to come down, believing it was verily the great mysterious airship of legend and associated press report. It descended slowly and majestically in the rear of the Locke hotel, and then a lot of fellows felt foolish.

1897 April 28 (Wed) Argus-Leader, Sioux Falls, S. D., p. 3.

He Saw the Airship. / A Doctor of Alpena Makes Affidavit That He Saw the Airship.

Alpena, April 28.--(Special to the Argus-Leader.)--Dr. E. W. Ferge, formerly of W Hawarden, but now located here, is willing to make affidavit that he saw the flight of the much talked of airship. The doctor is a pretty level-headed fellow.

MANITOBA

1897 May 3 (Mon) Manitoba Morning Free Press (Winnipeg), p. 5.

WHERE WAS IT GOING? / AND WHERE DID IT COME FROM. / A Mysterious Aerial Visitor Passed Over the City on Saturday Evening.

The "What-is-it?" has been seen in Winnipeg. The famous flying machine or airship which has careened all over Nebraska, Iowa, Illinois and North Dakota, has at least visited Manitoba. Saturday night was the date chosen for the appearance of the airship and the lights of the mysterious machine were in full view of many citizens for full fifteen minutes. The light of the strange aerial vessel came into view about 9 o'clock on the eastern horizon, near the St. Boniface hospital. Gradually it neared and quickly crossed over the city disappearing in the northwestern horizon in the direction of Stony Mountain. Those who watched the flight up in the starry heavens state that the light first approached directly westward, then when just beyond the city it veered suddenly northward and was soon lost to view. Only the bare outline of some dark object could be seen besides the strong beacon light, evidently shown from the "masthead" of the aerial craft. There can be no doubt about the presence of a strange visitor on Saturday night, as its transit was witnessed by many reputable citizens. In the north end a small crowd gathered near Howard's drug store were mystified by the strange vision; another group of citizens watched it from the Leland house corner as it faded from view in the west. Many were the conjectures made as to the shape of the airship the method of propulsion, where bound, and whither from. The visitor of Saturday night is supposed to be the famous California flying machine, which it is alleged was launched at Oakland, California, nearly four months ago. Since that time the mysterious "Machine" is reported to have appeared to view, chiefly during the night, at points in Minnesota, Illinois, Iowa, North Dakota, Nebraska and elsewhere. The last point reported from was North Portal, xxxxx N.W.T., where about two weeks ago a strange object was noticed in the air, and passed over the town quite as rapidly as the "machine" noticed here on Saturday night. Several citizens interviewed last evening were of the opinion that the "airship" seen in Winnipeg was not of sufficient size for comparison with the California "flyer." They were inclined to the belief that it was merely a toy fire balloon sent up by some young men from the southern portion of the city.

1897 May 4 (Tues) Manitoba Morning Free Press (Winnipeg), p. 4.

THAT AIR SHIP. / People Still Talking About the Strange Object in Saturday Night's Sky.

Winnipeggers have not yet given themselves over entirely to the airship excitement, as have the citizens of many cities in the States. But still they talk of it, and yesterday the strange visitation of Saturday night was a somewhat fruitful theme of conversation. There were theories and theories, but the one most generally accepted was that the "thing" was a toy balloon. "That is ridiculous," said a gentleman yesterday--one who is credited with having a generous quantity of good horse sense--when a reporter meekly advanced the theory. "The ship was not going in the direction in which the wind was blowing, and anyway it was going faster than the wind. A letter was received here the other day which stated that the airship was heading this way, and I looked out for it. I tell you that was the airship, and there is no doubt about it." There are a great many people who are fully in accord with the views expressed by the gentleman quoted. "I was out by the hospital on Saturday night," said Mr. James Fisher, last evening, "and I saw the object plainly. It was a toy balloon, and was going in the direction in which the wind was blowing. It moved rapidly, which can be accounted for by the probability that the wind which was carrying it along was faster than the

current of air below. There is no doubt in my mind about it being a toy balloon."

The latter is the theory most generally accepted, but "there are others," and these are now anxiously watching for the return of the "airship."

Meanwhile it might be well to explain the mystery, so as to save the "airship" adherents many sleepless nights. It was a toy balloon, and it was put up from the rear of the Manitoba hotel. It reached a considerable height before starting its journey across the city, going north as soon as it encountered a current of air just up high enough to make its outlines indistinct.

WISCONSIN

1897 April 6 (Tue) Milwaukee Journal, p. 4.

VENUS MALIGNED (ed.)

Some quid nunc in one of the northern towns of this state pointed to the blazing evening star, Venus, recently, and remarked that it was an electric light sent up in a balloon at St. Paul for the purposes of some government observation. The story took and spread like the Indiana scare of 1862 with that marvelous rapidity to which the truth can never attain. No one of the victims stopped for an hour to see that it moved towards the west like other stars and finally set like them. No one observed whether St. Paul lay in the direction of the light pointed at, nor did the question what observations it might subserve. They one and all swallowed the story whole. No blizzard, another form of error, ever swept over the country with greater rapidity or more thoroughly. None were so ignorant or so unread as to escape hearing and believing it. No truth ever published could reach so many people of all classes in ten or a hundred times the period this took to spread. No doubts were admitted, even by those having them, lest they should show their ignorance. It never seems to have entered their noddles that every man is entitled to his honest doubts as well as his honest beliefs. Doubt is the forerunner of truth in all investigations. Without doubt, there would be no investigation. Not one in a hundred of those sold by this fake but could have disproved it by his own knowledge applied to observation, had honest doubt been allowed to exercise its proper function in his intellectuality. (Political notions spread in the same way, and if this fake makes people think, it) will have done immeasurable good after all, besides furnishing a laugh.

1897 April 9 (Fri) Daily Commonwealth (Fond du Lac, Wis.), p. 3.

Social Brevities / A Mysterious Light.

Capt. Lee of the cyclometer works, who resides at Lucco, and Mr. Mast, the toll gate keeper at that point, report having seen a mysterious light, of large dimensions, floating over Lake Winnetago, the past few nights. The light has also been seen by east shore residents, floating in the air toward the northwest, and has caused much comment.

12.4 One of the queer things about the airship is that it is never seen except at night.--Sentinel.

Balloons always make a better appearance in the dark. That is why the airship made such a fine display at Ripon Saturday night.

1897 April 9 (Fri) Milwaukee Journal, p. 2.

That Airship Comes North. / Or Else the Citizens of Wausau Have Been Imbibing Strong Drinks.

WAUSAU, Wis., April 9.--The object that has appeared in different parts of the United States, day after day, commonly called the airship, made its appearance in Wausau last night about 10 o'clock, and was viewed by at least fifty citizens. It came from the southeast, passing over the city going northwest. Lights could be seen attached to the ship. A dim outline of it could be seen which appeared to be shaped like an egg. The main talk of the city today is about the airship. And it is safe to say that should the strange visitor put in an appearance again tonight, it will be seen by nearly every resident of Wausau.

1897 April 10 (Sat.) Evening News (Kenosha, Wis.), p. 3.

People abroad last night about 12 witnessed a sight well worth seeing. A star was seen traveling through the heavens with lightening rapidity, its beautiful green light showing to the best advantage against the clear sky. Some people mistook it at first for the airship. Mon. April 12, 3. Why is it the air ship has not been seen during the day light?

If they were not deceived by a kite or a tissue balloon Sunday evening, several people of Kenosha and vicinity saw the famed airship. Tues. April 13, 3. Evidently the airship hasn't made much progress. It was seen here again Monday evening. After a good, fair wind all day it ought to have reached Oshkosh by this time.

Rxxx Fri. April 16, 5. In spite of wind and clouds the airship was seen here again Thursday night. Its lights reigned alone in the stormy sky for the space of half an hour.

3.1 Flying Mach. In Mich. (Niles.)
14.2. County News. Of course you had a glimpse of the air ship; at least you will admit that you did in order to be in line with a world of star-gazers. / 15.5. The arsp came to earth in Lake Mich Wed night 17.5. The ar sp was forgotten Fri night in the interest awakened by the grounded schooner.
30. 1. Wonder what has become of the airship?

1897 April 10 (Sat. afternoon) Wisconsin State Journal (Madison), p.1.

SAW THE AIRSHIP. / Lake Mills People Watched It Ten Minutes--Coming West.

Lake Mills correspondence: Thursday night at 9 o'clock a number of reliable people of xxxxx this village saw what they supposed to be the

airship of which so much has been heard lately. W.P. Myers, the foreman of the Lake Mills Leader, and Mr. George Lusted first saw it in the vest as a great red light, moving up and down as if on wings and traveling westward. They called their families and their neighbors, and at least a dozen people saw it and watched it until it disappeared in the vest. It was a great curiosity at least, whether an airship or not. It was in view nearly ten minutes and was then lost to sight behind the woods on the west shore of Rock lake.

13,2: Every bird that essays the zenith these days incurs the imputation of being an airship.

14,2: It is possible Wash Hensing fell from the airship. He has received a shock from some quarter that renders him speechless.

15,2: It will be well to give the sea serpent lots of room these days. He's angry since this airship agitation is said to be something awful.

1897 April 10 (Sat) Racine, Wis., Daily Journal, p. 5.

SEEN IN OSAGE CO. / The Kansas Airship Claimed to Have Been Seen by Two Citizens.

Two Kansas people affirm that they have seen the Kansas airship. The thing, be it an airship or terrific aerial monster, as some would have it, showed all specifications and descriptions of the monster that had disturbed the citizens of Kansas, Nebraska and Iowa for the last six weeks. At least John C. Thompson and C.D. Cleveland, Jr., say it did. It carried a red light to port and a green light to starboard, which it occasionally proper in aerial circles, and the only course of action which a temperable and well regulated airship would think of pursuing. It wobbled and wiggled, which was also down in airship tactics, and seemed to oscillate as if breathing the hallowing spirit of the blue cerulean. Likewise it took the form of a cross and flashed out at these intervals in other astral mathematical symbols. This course of action is to be particularly noted as being entirely unaccountable. From data heretofore gathered such actions have never before been observed. But gentlemen generally acknowledge that they do not dream nor were the "black snake." Their story is that while walking on Washington street toward Main at 8:30 p.m. last evening, they situated an object moving swiftly across the western heavens, apparently it was two or three miles outside of the city limits and a mile from the surface of the ground. According to Mr. Thompson the outlines of the ship could be plainly seen, the forward portion being cigar-shaped and the rear part square or box-shaped. The center portion of the ship was sunk below the other two portions and was probably the well or the air in which the occupants were seated. When last seen the boat was heading in the direction of Lake Poyvon. Col. Archibald stated to a Northwestern reporter this morning that Messrs. Donnelly and Harner, two well known Ashland gentlemen who were in the city last evening, also claimed to have seen the ship.

pl: Arsp over Chi. ...

Wausau, Wis., April 10.--The airship made its appearance in Wausau last night about 10 o'clock and was viewed by at least one hundred citizens. It came from the SE, passing over the city going NW. Lights could be seen attached to the ship. A dim outline of it could be seen, which appeared to be shaped like an egg.

Grand Du Lac, Wis., April 10.--Capt. Lee ... 135
1897 April 10 (Sat) Racine, Wis., Daily Journal, p. 5 (card 1)

The Mysterious Airship.

Are all the people going crazy, have they been drinking too much, or is there some wild hallucination sweeping over the country? One might seriously ask himself this question when he reads the sensational accounts in the newspapers about the supposed airship that has been reported as sweeping through the heavens in about half a dozen places at the same time. The report started down in Kansas, somewhere, where many people of "undoubted veracity" claimed positively to have seen some strange object high in the air, flying along at a rapid rate, illuminated with various colored lights. It was an airship, everybody supposed who claimed to have seen it. Then the threads of the discovery was taken up in Iowa, and Thursday night reports came from the northern part of that state that the mysterious aerial stranger was seen exactly as described in Kansas, sailing northward in the xxxxxxxx direction toward the Minnesota boundary. This morning's papers contain accounts of great excitement among the people of northern Illinois who claim to have seen the monstrous ship and the flashing lights last night. But their accounts do not agree as to the direction of the mysterious night bird was taking. Reports from Mount Carroll say it came from the northeast and suddenly changed direction and disappeared, going west at a rapid rate. But the people of Evanston and other places around Chicago were thrown into great excitement at about that very hour by seeing the supposed airship sailing northward along the Lake Michigan shore in the direction of Milwaukee. Thousands of people claim to have seen it and their descriptions of it tally pretty closely with those given elsewhere. Up to an early hour this morning nothing had been seen of the stranger in Milwaukee, and yet dispatches from both the Lake and Wausau claim that it passed over those cities about the same hour that the residents of Evanston were set wild by the identical apparition. That there must be some fake somewhere is unmistakable. To be seen over Iowa going north one night and over Chicago going north the next night, and at the same hour to be going west, to say nothing of its appearance at Grand Du Lac and Wausau at that very time, is sufficient to discredit the reports. Moreover if anyone has indeed seen a mysterious airship he would not be foolishly enough to be traveling around in the multitude of 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 hardly 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.

1897 April 10 (Sat) Racine, Wis., Daily Journal, p. 5.

CLAIMS HE SAW IT. / Reputable Resident of Twelfth Street Claims to Have Seen the Air Ship.

That the now famous "air ship" passed in the vicinity of Racine there is no shadow of doubt. A reputable citizen of Racine says that last night he saw the M "air ship" and had a distinct view of it, or not so much a view of the craft itself as upon the lights upon it.

He said he was going home a little after midnight and was within a couple of blocks of his own domicile when his attention was attracted to his own shadow upon the ground which became suddenly black. He was surprised at this for the sky was heavily overcast without a break in the clouds for the moon or stars to shine through, and no electric light anywhere near. At first he supposed it must be a locomotive headlight, but there was not a locomotive within ten miles. On looking upward, to his astonishment he described several moving lights at an altitude of about 45 degrees from the horizon (his own words were, "about half way up the sky."); that these lights were of a several different colors, red, blue and yellow, some of them being fixed, while others whirled about with an eccentric motion throwing off sparks like a Fourth of July fire wheel; all the lights were attached to some apparatus or machine of dim and uncertain outline, and the whole affair slowly faded away from sight passing away in a north by northwest direction that would carry it over Franksville. Our informant was so amazed he had to hold on to the fence to keep from falling. As soon as he had somewhat recovered his self possession, he retraced his steps to call others to view the wonder. He found, however, that Mr. Sawyer's place, where he had spent the evening, had been closed, it being a few minutes past midnight, and he could find no one else astir before the thing passed out of sight.

He says he is confident it was the famous "airship" that has created so much of a stir throughout the country, and he even goes so far as to say he heard voices, but could not discern what they were talking about though they seemed to be uttered in authoritative and commanding tones, as of a captain giving orders to sailors, but that he heard what sounded at intervals like: "hic, hick, ugh," with a hissing, gurgling sound, and they must have come from the "air ship," as there was no one else anywhere near him to make a noise.

Our informant is Mr. Silas Bilderback of No. 2965 Twelfth street, a reliable citizen who has lived in Racine many years, and every word of his statement is entitled to all the credit it deserves.
1897 April 11 (Sun) Milwaukee Sentinel, p. 1 (card 1)

THEY SAW THE AIRSHIP / VERACIOUS MEN TESTIFY TO THE FACT. / EMINENT GREEN BAY CITIZENS WILLING TO MAKE OATH. / A Lonely Guard at the Milwaukee house of Correction Also Discovers the Traveler in the Heavens and People Who Didn't Go to Bed Early Are Soon Able to Corroborate the Fact. /

The airship which, it is said, was seen by people in Chicago Friday night, moving in the direction of Milwaukee, made its appearance in Northern Wisconsin last night, if people who say they saw it can be credited. Such reputable men as Judge S.D. Hastings, Jr., and W.E. Kellogg of Green Bay are reported in a dispatch to The Sentinel from that city, last night, as having seen the ship at 10 o'clock southeast of Green Bay, and going in a southerly direction. A red light was indistinctly seen, as well as the outlines of the framework. From a southeasterly course the ship was noticed to change suddenly to the northeast, when it disappeared toward Lake Michigan.

Reports come from Manitowish that the ship was also seen there about a mile and a half southeast and going rapidly in a northeasterly direction. Milwaukee seems to be delighted. The airship has now been reported both north and south of this city, which it seems to have avoided. /

The following dispatch was received by The Sentinel from Marsh field:

"Hundreds of people filled the streets to-night to see the famous airship. It appeared just after sundown rising like a huge meteor. It seemed to assume different colors, and moved at good speed. It was about five miles west and did not present the red color until sinking far in the northwest. With a glass it showed up cone shape[d] with a bright headlight. It is supposed it was anchored in the dense woods south of town all day and early evening. It will probably reach the Minnesota border by Sunday, unless its course is changed." /

Here is the report from Green Bay:

Green Bay, Wis., April 10.--Residents of this city are intensely excited over the appearance, to-night, of what is supposed to be the airship which has been seen near Chicago and elsewhere. Many prominent people of the city saw it distinctly, among them being Attorney H.C. Fairchild, Clerk E.J. Carroll of the Hotel Straubel, and many others citizens whose veracity is beyond question. It was first seen high up in the heavens, the light shown being of a reddish color, and larger than a star. It descended and then moved rapidly to the northward, passing to the eastward and disappearing behind the horizon.

News of its appearance spread rapidly over the city, and it was watched by many people. Night glasses were used by several to observe its movements. Those who saw it through them say that two smaller lights could be seen below and on each side of the large light. Several claimed that a large cigar-shaped body could be seen projecting back out of the large xxx light, which was on the forward end of the

machine. There is no doubt that the light was seen, and that it could not have been a star. It was distinctly red in color, and flickered more than a star. Its movement through the sky was rapid. It first appeared at 10 o'clock, and was visible for half an hour. /

Early this morning The Sentinel began to receive reports that the airship was clearly visible in the northern sky. A lonely guard at the House of Correction was the first discoverer, and he at once telephoned the news to The Sentinel. Half an hour later loiterers about the hotels and belated individuals at various down-town resorts were discussing the discovery and commenting on the phenomenon, which was plainly distinguishable by all.

"It is the airship sure," said some one.

"No mistake about it," replied his companion.

That appeared to be the general verdict until The Sentinel astronomer, from a ninth-story window in the office, after a glance at the "ship," declared that it wasn't an airship at all, even if Judge Hastings and other distinguished citizens of Green Bay thought it was. He admitted that it looked a little as if it might be an airship and he said that it apparently moved very rapidly. It was very bright and it had an appearance of elongation that made it look different from other stars—but it certainly wasn't an airship. It may be as Prof. Hough of Northwestern university has informed Chicago people, that it is "Alpha Orionis," a star of first magnitude, which is a fast traveler and gives out a colored light.

1897 April 11 (Sun) Milwaukee Sentinel, p. 11.

SAYS HE SAW THE AIRSHIP. / Lake Mills Man Describes the Aerial Conveyance.

Fort Atkinson, Wis., April 10.—Lynn Mills, the well-known baseball player, was here to-day on his way to umpire a game of ball at Beloit. He described to the writer the appearance of the airship seen at Lake Mills Thursday evening. About 9 o'clock a bright white light was seen moving rapidly up from the southwest, and crossed the western horizon, apparently going northwest. The white light was ahead and a red light at the rear made the affair look like a machine about 50 feet long and flying about 500 feet above the earth. He gave the names of George Crump, George Everson, William Myers, George Lusted and other reputable citizens who saw the lights. The flight of the machine was in waves, up and down.

1897 April 12 (Mon) Daily Commonwealth (Fond du Lac, Wis.), p. 3.

THE FIERY AIRSHIP. / Fond du Lacers Have Visions of the "Airship."

Once when the distinguished Francis Wayland was explaining to a number of students the mysteries of miracles, a young man, skeptical about such things, said: "Suppose I should say I was walking home and saw lampposts dancing, what would you say?" The professor instantly answered, "I should ask you where you had been."

A number of people of Fond du Lac claim to have seen the airship on Saturday and Sunday nights. Their visions were so acute that they clearly distinguished the stern light which was green, from the fore light which was red. They also saw the guy ropes or network, which were made fast to the ship. These persons speak with a good deal of definiteness as to the architectural construction of the mystery which sails so majestically through the night air. The only point on which they seem mixed, is the course of the ship, and the time of night the discovery was made. On the latter points they vary all the way from ten o'clock to three in the morning.

A couple down in South Byron say they also saw the airship. They were sitting on the front porch, experiencing no doubt, the same devotedness to each other which marked the early career of Artinus Ward and Betsy Jane when, after a dreamy silence, Jane broke the spell by exclaiming, "Isn't it moonly!" But the South Byron couple aver that the ~~max~~ airship was not like the castles which lovers sometimes build in the air, but was a reality, horizontal in form, and had a headlight to keep it from bumping against obstructions in its nocturnal journey.

One of the subscribers to the Commonwealth, who can always give a good account of "where he has been," and therefore has no wheels in his head, says the mysterious light which is called the airship, is the star known as Alpha Orion, which is an old visitor, but brighter this spring than usual.

1897 April 12 (Mon) Green Bay (Wis) Gazette, pp. 1, 2. (card 1)

WERE LOOKING FOR AIRSHIPS / AND GREEN BAY ALWAYS GETS WHAT SHE WANTS. / Story of the Wonderful Scene in the Heavens Saturday Evening--Another Scene at the Baseball Park That Was Not so Well Witnessed--City Made the Victim of a Practical Joke. /

Hundreds of Green Bay people were excited Saturday evening by the appearance in the heavens southeast of this city of what seemed for certain to be the wonderful airship of which so much has been said in the newspapers of late. Such prominent citizens as Judge S. D. Hastings, Attorney H. O. Fairchild, J. P. Bertles, W. E. Kellogg and many others saw it plainly and their testimony as to its presence could not be doubted.

Going Towards Marinette.

It put in its appearance within a few minutes of 10 o'clock and those who saw it first say it came from the southward, passing to the north over the eastern portion of the city, evidently headed for Marinette. The reputed airship consisted of a reddish colored light, plainly distinguishable from a star, and there could be no doubt but that it was moving through the heavens at a rapid rate of speed.

Looked Through Glasses.

News of the wonderful sight spread rapidly and soon hundreds of people in all parts of the city were intently watching the strange sight. Glasses were used by many and with their aid it was declared

137 that two smaller lights could be plainly seen below and at each side of the large, red light, which flashed up brightly at intervals, then growing more dim. It was asserted that back of this headlight a large cone-like structure could be dimly seen, it having a framework similar to the ordinary conception of airships.

Its Speed Very Rapid.

When east of the city the light stopped its journey northward and began to go up. Higher and higher it mounted, at the same time returning to the southward, until it became a mere speck in the southern sky, but still distinguishable from the stars. Then it descended lower and again started northward. Its speed became wonderful to those watching it from the main part of the city it descended below the horizon traveling at the rate of several miles a minute.

Scenes at the Cemetery.

If a person had been standing on the street railway track a short distance south of the entrance to Woodlawn cemetery shortly before 10 o'clock Saturday evening, four people would have been seen approaching from the direction of the city. They traveled in twos, one couple considerably in advance of the others. One of the men carried under his arm a package that might have been a new suit of clothes or his last week's laundry.

At the southern boundary of the baseball park the quartette halted in the shadow of a tree and after a brief consultation all four hastily crossed the road and disappeared among the trees. Had they been followed these four conspirators might have been seen to walk along the fence on the south side of the ball park and finally turn the corner at the rear of the fence. A few rods from the corner they halted. The package was carefully undone, disclosing a hot-air balloon fully 12 feet high, made from tissue paper.

How the Ship Was Launched.

One of the persons clambered to the top of the fence and the top end of the balloon was handed up to him. Down below a long wire was fastened across the hoop at the bottom of the balloon and at each end of the wire a Japanese lantern was fastened. The bunch of kerosene-soaked material used for inflating the embry airship was ignited. Rapidly the balloon filled with hot air until it was able to sustain its own weight and even to require something of an effort to hold it down. Another bunch of inflammable stuff was added to the blaze, the word was given and the "ship" started up into the air.

Another Story of Its Trip.

It rose rapidly and within a few seconds of its departure was several hundred feet high. The balloon became indistinguishable and only the large light could be seen, this blazing up at intervals and making indeed a strange sight in the heavens. A southerly breeze carried the balloon over the eastern part of the city quite rapidly. Higher up, however, it passed through this strata of air and encountered a current moving in the opposite direction but very slowly. It went higher and higher and gradually drifted southerly until it might easily have been seen by observers in Manitowoc. Then the supply of hot air diminished and it began to drop. As it fell the strata of southerly wind was again encountered / p. 5/ and as it neared the earth the light moved rapidly northward, finally reaching the ground somewhere to the eastward of the city.

Story May be Verified.

Some people may be inclined to doubt this story but it will be corroborated in every detail by M. J. Corbett, the popular west side grocer, who is something of a practical joker himself.

"Airship" Is Found.

Fred. Reschke, who lives at 1336 Portier street, near a East river also knows something about the "airship." It landed in his barnyard Saturday evening and he now has the remains of it. The fire was still burning when it descended and two Japanese lanterns were suspended from an iron wire hung across the bottom of a big tissue paper balloon. He saved the lanterns and they can be seen by the incredulous.

1897 April 12 (Mon) Evening News (Kenosha, Wis.), p. 3.

THE AIRSHIP SEEN. / A Certain County Official Says He Saw It Sunday Evening.

The airship was actually seen here Sunday evening at about 7:15 o'clock. Those who report having seen such a ship are of a kind to be trusted for calmness of judgment and integrity. A large white light with a smaller green one on either side was sighted moving in a southeasterly direction across the heavens about midway of the zenith. Its progress was slow and hardly discernible unless observed with relation to a given stationary object. The center light resembled a star except for its movement and size, which was considerably larger in appearance than any of our planets. The green side lights were much smaller and kept moving steadily with the larger one in the same relative position. About two hours after it was first seen here it was entirely lost sight of. It was reported this morning that it was discovered in Milwaukee a little after 9 o'clock Sunday evening.

A certain county official affirms that he saw the airship Sunday evening and some good friends of his resent the inference that he must have been celebrating his recent victory.

1897 April 12 (Mon) (Milwaukee) Evening Wisconsin, p. 4.

The Airship Mystery.

When all the land is matted in summer, and perspiring humanity seeks the watering-places, the sighting of the sea-serpent at any one of these resorts is the signal for reports from everywhere else along the shore that he has been seen there, too. The sea-serpent always looms biggest to the man who sees him last, and by the end of the season he gets so big that if he didn't keep himself varped both ends of him would be out of water, on account of the curvature of the

earth. Perhaps it is because of his monstrous size that the sea-serpent is contemporaneously described off so many places along the coast. There is no convenient theory like this to account for the multitudinous reports of the sighting of the air-ship. Two conflicting theories instantly present themselves to the philosophic mind attempting to trace the phenomenon to its cause. One is that all the air is full of airships. The other is that a good many people are lying.

The Wisconsin declines to accept either of these conclusions as correct, although there is much that may be advanced in favor of the latter. The coincidence of the multifold sighting of the air-ship with the opening of the bock beer season suggests another solution which, now that attention is directed to it, will be recognized as too obvious to be ignored.

1897 April 12 (Mon) Milwaukee Journal, p. 2.

SECRET OF AN AIR SHIP. / IT WAS A BIG HOT AIR BALLOON THAT DECEIVED ALL GREEN BAY. / APPLETON SAW ONLY A STAR / They Thought It Was an Air Ship but Underwood Observatory Telescope Disclosed its Real Identity. GREEN BAY, Wis., April 12.--The wonderful air ship seen above this city Saturday night proves to have been simply a huge practical joke worked on the unsuspecting public. It consisted of a large hot air balloon with a rod across the bottom, to which was attached two Japanese lanterns. It was sent up about 9:30 o'clock by several well known residents, and to those who were not on the inside it looked like a veritable air ship. Many claimed they could see the body of the thing with rudder and wings. It caused intense excitement. A suburban resident now has the remnants which landed in his yard about 10:30 o'clock.

APPLETON, Wis., April 12.--The much-talked-of air ship was plainly visible last night in this city. It appeared about 9:30 o'clock coming from the northeast and traveling in a southwesterly direction, seemingly following the course of the river. It was about a half-mile above the earth and at times gave out a glaring white light changing to red and green. It would raise and lower and at times come apparently to almost a dead stop. It was visible about twenty minutes and during that time hundreds of people viewed it. At Lawrence university the great telescope in Underwood university [sic] was turned on the object and those in charge declare it to be a star, Alpha Orionis [sic], saying that every movement tended to a confirmation of this theory.

1897 April 12 (Mon) Milwaukee Sentinel, p. 1.

(card 1)

AIRSHIP IS SEEN AGAIN / VISIBLE TO THOUSANDS IN THE WESTERN SKY. / MYSTERIOUSLY APPEARS AND DISAPPEARS LAST NIGHT. / It Attracts the Attention of People All the Way From Lincoln, Neb., to Oshkosh--Atmosphere Apparently Full of Flying Machines. Towns in the State at Which the Mysterious Visitor Is Observed. Lieut. Miller Says It Is a Big Kite and a Big Joke. /

Every adult citizen of Milwaukee, in common with the adult population of the great Northwest, swept the "infinite meadow of heaven" last night in search for the mysterious airship that is reported to be sailing like a vagrant through space. A little group of men clustered about the intersection of Broadway and Biddle street at 8:30 o'clock were positive they had caught a sight of the wonderful traveler sailing southward over the northwestern section of the city. Stationkeeper Moore of the Central was among the stargazers, and says that he caught a good view of the stranger. "It was too large for a star--about as big as four ordinary stars," he declared. "And besides this, it bobbed up and down, and skipped off southward," he added. While he was describing the ship, Patrick Shea came into the station and reported that many people in the upper seventh ward had seen the heavenly visitor. Patrick was skeptical. "You take a trip up to the club house on the lake shore, and if you don't find a fellow standing on the bank holding a kite string, then it was the airship, and no mistake."

There Are Airships to Burn.

"Have you seen the airship?" took the place of the conventional "Good evening," when two friends met upon the street, and they immediately took a look at the star bespangled dome in hopes of discovering the aerial navigator; they even made their way about through the center of the streets in order to extend the line of vision to better advantage, and mentally berated the enterprises that had run up the skyscraping buildings that interposed an obstacle. People coming out of the churches lost the inspiration of the prayer and the praise service as they sought out the invention of the man amid the handiwork of the Creator out in space. Audiences coming from the theaters halted upon the street to cast aloft a searching glance, and then discussed the craze that is sweeping over the country. Meanwhile the airship goes on annihilating space, making the distance from Lincoln, Neb., to Oshkosh, Wis., with a rapidity that beats the magnetic telegraph, else the atmosphere must be surcharged with airships.

A Hypnotic Star Gazer.

One gentleman with an aromatic breath, came out of a brilliantly illuminated sample room on Grand avenue wiping his mouth, and in response to the inquiry, "Have you seen the airship?" discovered two lights playing a game that resembled "leap-frog" up in the vaulted blue. He pointed it out to all comers as the airship, and became indignant when some one of the many who were only able to see a single star, suggested that he had been hypnotized by the man in the sample room until he saw double.

While the people of conservative Milwaukee are not as a rule inclined to purchase stock in the Aerial Circumnavigation company, there are several persons who believe they have seen an airship scudding way over the city, notwithstanding the statement of Prof. Houghton of the observatory at Evanston, Ill., that the heavenly visitor that has caused all this excitement is the star Alpha Orionis, that has been navigating space in an eccentric manner for 10,000,000 years.

Is It Alpha Orionis?

According to Prof. Houghton, Alpha Orionis appears on the meridian at 5 o'clock and becomes visible at 8 o'clock. At that time it resembles a strong white electric light. It first becomes noticeable in the central southwest portion of the sky. At an unusually rapid rate for a star it takes its course toward the northwest, finally disappearing in that corner. As the star begins to sink the atmospheric conditions cause it to appear to be a reddish hue on the under side and green on the upper portion when seen through a glass. The center of the body is white. Another star which has an unusually bright appearance is Sirius, which is visible toward 10 o'clock in the southwest portion of the firmament.

Its Perceptible Motion.

As seen in Milwaukee last night there was a perceptible undulation in its motion, and the dips succeeded one another at about the rhythm of a pulse beat. It moved rapidly and disappeared off toward the north west, near the horizon, vanishing by degrees. The colors, red, white and green, which it exhibited, were too distinct, many thought, to have been the result of atmospheric refraction. When first noticed the object was almost overhead, only a narrow arc intervening between it and the zenith. It bore away at a rate unmistakable for the ordinary movement of stars.

Lieut. Miller's Story.

Up to 11 o'clock last night Lieut. M Frank D. Miller of the Central Police station was a firm believer in the airship theory. At that hour an officer from the Eighteenth ward submitted a report to him that made stock in the Aerial Circumnavigation company drop out of sight. Lieut. Miller refuses to say how he got his information, but early this morning gave the following explanation of the supposed airship that sailed over Milwaukee early in the evening: "You can't talk airship to me," said Miller. "I know all about it. If anybody tells you he saw an airship passing over the city tell him he's got wheels. Send him down to Mahn-a-Wauk Canoe club boat house and tell him to ask some of the members where they had that big tailless kite, which they have been flying about the city for months. I'll tell you what they did to-night They heard so much about airships that they made up their minds that Milwaukee was being sighted. So they took their kite up to North point, tied a light to it, and let it fly over the city. You know what that kite will do. You recall several months ago when they flew it one Sunday afternoon and everybody got the airship-craze then. They fooled the people then and they did it again last night. That is the whole secret of the airship."

How the Kite Was Operated.

"But how do you account for it traveling so far?" "Now don't ask questions, but I am giving it to you straight. The kite that the club members have can be let out over tow miles. They have a reel with which they can wind it up and let it out, just as they please. You know what a kite will do when you let the string out fast. It'll sink and about downward in a hurry. That is just what this one did over the city hall, and everybody thought that the airship captain was going to anchor his machine on the tower. But the boys knew about how much string they could let out, and when they got the kite as low as they dared to have it without giving the snap away, they operated it so it sailed higher and they gradually moved off to the other part of the city. Two miles of string to a kite will send it up pretty high, you know, and that accounts for it going away. As for the lights, why they fixed them so that they would only burn a certain length of time. When the kite got as high as they could let it with the string, the lights began to burn lower and finally went out. Everybody thought the airship was moving further away, but it wasn't. When the light went out they pulled in the kite and went down town and found out the town had gone wild. It's a good joke on everybody, and, what is more, Milwaukee has also an airship."

Thinks It a Big Joke.

"Did you or any officers see the members of the club let out the kite?" "Now, I am not going to say what we saw or did not see. I am telling you on the quiet what took place, and know what I am telling you is straight. Don't get me mixed up in this business if you can help it, but don't let anybody 'stuff' you with airships or soaring stars. I know the names of some of the fellows who let up that kite, and I think they did their work well and deserve credit for the joke. It's the best one that has been sprung on the town for a long time. Who ever heard of an airship, anyway?" And with this final remark Lieut. Miller turned on his heel and gave orders to an officer who was assigned to special duty.

Passes Over Sheboygan.

A dispatch from Sheboygan says: "The airship passed Sheboygan at 3 o'clock this morning, going toward Milwaukee. Jacob Schlicht and Frank Eberhardt, two reliable citizens, saw the light in the west over the lake moving rapidly south. It was too far away to distinguish the object which carried the light and the latter was much too large to be a star." 1897 April 12 (Mon aftern) Racine, Wis., Daily Journal, p. 2.

KEEPS ON SAILING. / The Famous Air Ship Continues Its Journey Through the Air.

Ships continue to float about in the air. Milwaukee men saw the wonder at 1 o'clock this morning. The members of the Racine baseball club went to the Cream City with numerous friends. Several of them candidly admit that they saw schooners, but no ship. Surging up from the bow of some schooners was white foam. Green Bay men became excited by an object seen in the air and will swear good and hard that they saw a ship with green and red lights and that four men were visible. Great excitement prevailed at the town of Norway. A small boy

swore he saw the ship come down on the farm of John Johnson for water. He talked to one of the men, who said the ship came from Cuba and had been up sixty-two days and got lost and desired to get the direction to Key West. The boiler was filled with water and the ship arose and sailed toward the city of Milwaukee, where it was seen hovering over the city hall for several hours. The boy was taken down cellar and spanked by his mother and said he would never again tell a lie on Sunday. At last accounts the ship was staggering around through the air and men on terra firma who also stagger can look skyward almost any time and see the ship and some of them can see a dozen or more. 1897 April 13 (Wed eve) Milwaukee Journal, p. 2.

Fake Airship at Lancaster.

LANCASTER, Wis., April 13.--At 8:30 p.m. last Saturday a cry of air ship was heard in the street and a bright light very high in the air was seen moving northward quite rapidly. The airship turned out to be an immense hot air balloon, sent up by some one in the town. Apr. 17 p.4--Why not subsidize the air ship to stay with us? As an infant industry it is a great success. Apr. 30 p.4--The airship has taken to throwing over cases of empty beer bottles in Iowa. Perhaps the full bottles threw the airship. 1897 April 13 (Tue) Milwaukee Sentinel, p. (card 1)

IDENTITY OF "AIRSHIP" / ASTRONOMER AT LAWRENCE SOLVES THE MYSTERY. / THE STAR BETELGEUSE IN THE CONSTELLATION ORION. / The Position of the Light in the Heavens and the Hour of Its Setting Coincide With Those of Betelgeuse--Atmospheric Disturbances and Peculiar Light of the Star Explain the Bobbing Movement. /

Appleton, Wis., April 12.--Arthur C. Lunn of Lawrence University watched the supposed airship carefully, last night, and, after calculation, has proven beyond a doubt that the supposed ship is the star Betelgeuse in the constellation Orion. There was some excitement in the streets, last night, when a peculiar light was seen in the West. The light was no larger than a large star, but changed color from red to a piercing white, closely resembling an electric search light at several miles distance. What was even more peculiar the "air ship" seemed to bob up and down with at times a lateral motion. When still some degrees above the horizon, it disappeared, reappearing again in an instant, and finally became invisible. Students of Lawrence university who saw the phenomenon called up A. C. Lunn, recognized as an expert in astronomy by all of the members of the faculty, and he took close observations of the star, as he termed it. The star finally set at 10:40 and Mr. Lunn recorded the angular distance from the west point, together with the time of the apparent setting of the star over the sensible horizon. This forenoon, Mr. Lunn calculated the angular position and setting time of the real star, taking the mean of the atmospheric refraction. The two calculations, the one on the airship and the star Betelgeuse, coincided within the possible limit of error in the eye estimate, which is very low.

Mr. Lunn made a very comprehensive explanation of the illusion, saying that Betelgeuse is a red star with a light of a quality that greatly exaggerates the twinkle of all stars when it is near the horizon. Atmospheric disturbances easily occur and in a moment's time will make the atmosphere much more dense, causing a greater refraction of some of the light rays. When, for example, two red rays near together in the spectrum are refracted so that at a given point there is a certain difference in the wave length, interference occurs and neither ray is visible. This, with other phenomena of refraction, explains the different colors manifested by the star and the same principle of refraction also explains the apparent vertical vibration of the star which last night Mr. Lunn gave as being at least 35 minutes. A lateral vibration was also noticed and though not so evident, was still present. This vibration is now being studied by astronomers at Yale.

Mr. Lunn explained the movement stated from southeast to northwest in the following manner: The first appearance in the southeast might be due to the rising of Antares, a red star of the same magnitude of Alpha Orionis; and after it has risen, the wester star is seen going down through the same movement in the northwest. While rising in the east, the stars pass the meridian considerably to the south of this latitude.

Swear It's an Airship.

Ripon, Wis., April 12.--Claim is made that fully one-twentieth of Ripon's entire population saw the now celebrated airship last night. It is positively impossible to get them to gulp down the Orionis planet theory. The aerial wanderer put in an appearance just about the time the pastors had dismissed their Sunday night congregations and many of the people, homeward bound, saw the ship--or what they thought a ship. The object moved in a northwesterly direction. It is reported to-day by citizens of undoubted veracity that the ship passed over the city at a late hour going in the opposite direction. At any rate, the object has created much talk to-day and the ship is generally described as being about the size of a bushel basket in appearance.

Excites People of Eau Claire.

Eau Claire, Wis., April 12.--About 150 persons were assembled at the Omaha depot about midnight last night by a report received there from Merrillan that the airship was coming. The telegraph operator and others saw it through field glasses and vividly described it to the crowd, several of whom saw it also. The strange visitor caused considerable excitement.

Rio, Wis., April 12.--The airship was seen passing over this place at 8:45 a last night evening. Several persons saw a white and red light apparently about 300 feet above the earth, moving swiftly in a northwesterly direction.

West Superior, Wis., April 12.--The airship is reported to have been seen here, circling about the head of the lakes.

Darlington, Wis., April 12.--The airship was seen passing over west of here this evening. It appeared to be a large, bright light and moved in off in a northwesterly direction.

What Prof. Constock Says.

Madison, Wis., April 12.--Prof. G. C. Constock of Washburn observatory does not take the "air-ship" in a very serious way. He does not, however, attempt to account for the various reports of the so-called creditable "observers" going the rounds of the newspapers. He says the brightest stars at present are Jupiter, Venus and Sirius (sic) They have color decorations and might ~~xxxx~~ possibly be taken for an air-ship, or even a house and lot. These stars do not jiggle up and down to any extent. A great many Madison persons are confident that they saw the "air-ship" last night.

Elgin People See It.

Elgin, Ill., April 12.--The airship was plainly visible from Elgin to-night, in the southeast. It moved as a light would attached to a kite, and was not at a great altitude. Many saw it.

Green Bay, Wis., April 12.--The "airship" seen here Saturday night by several citizens proves to have been nothing but a hot air balloon sent up a short distance from the city by a few practical jokers.

Lodi, Wis., April 12.--James Wilson and many others say they saw the airship here to-night between 10:20 and 11 o'clock. It seemed quite low and was passing from a southeasterly to a northwesterly direction.

Think It a Circus Advertisement.

Madison, Wis., April 12.--There is an addition to-day to the already large number of unsolicited solutions of the airship mystery. According to this the "airship" is not a star, but a circus advertisement. Railroad men who reached Madison tonight report that the much talked aerial object was seen at Baraboo to-night, and that as the sky was thoroughly overcast with clouds there was no Alpha Orionis about it. If first appeared over the east end of the city and after drifting westward a mile, sailed back again and hovered over the winter quarters of a circus. Suspicion was at once aroused, that the "airship" was nothing other than a clever, well devised and better-executed advertising scheme of the circus men. It was recalled then that a circus man had been to Baraboo Sunday and had taken some large and mysterious bundles from the train to the winter quarters. It was further recalled that he was seen about the city ~~xxxx~~ little in the day, and that more than usual life was manifested in the big buildings down on the river front. It was then remembered that the ship of the air had made its appearance in Chicago almost simultaneously with the advent to that city of the circus men, and that Omaha, Des Moines and other points where it had been seen are already marked out for the circus next summer.

1897 April 13 (Tues) Daily Register (Portage, Wis.), p. 6.

SAW THE AIRSHIP FIRST. / Portage People See the Ship Before Bock Beer Season Begins.

Portage saw this airship long ago. It was way back in March--to be exact on the 27th, that the airship was seen calmly sailing over the city hall in the direction of the Ender House; it was in broad daylight and there is no doubt about its having been seen.

Two of the most eminent citizens of Portage saw it at three o'clock in the afternoon, with the sun shining from a clear sky. They did not see it through a glass either--for they are not that kind of people, and probably neither of them ever drank a glass of bock beer in their lives. They state that the airship was first discovered by them at a position approximately over the city hall and about three miles over it; that it sailed with a graceful motion--like a girl first learning to waltz--toward the Ender House, and that the sun shone full upon it causing it to appear white. It seemed to be as large as a bushel basket, and apparently was operated by steam for every once in a while or oftener, the ship would vobble and a cloud of smoke would belch forth from one end of it. As far as the two reputable citizens could discover there were no occupants of the machine--but as neither of them had glasses and as they state that the ship was three miles high--it is not surprising that occupants of the flyer, if there were any, were not discovered. Their point of vantage was the roof of the ex-postoffice building and they had an uninterrupted view for a number of minutes. The reason no report of this was made in the newspapers at the time is said to be that they feared to excite the ridicule of their fellow citizens and only the fact that the airship now being so widely reported in the papers has been seen at so many different places and only at night--and more especially after the opening of the bock beer season--has tempted them to unseal their lips at this time.

This later airship has been reported at different places in this county--Rio and Lodi, and this also had a bearing on the two gentlemen who first discovered the aerial navigator.

In conjunction with the above it should be stated that a large-sized hot-air balloon was liberated near the high school on the same date the discovery of the airship was made here and that this took the same direction the airship did, but it must never be supposed for a moment that any person could by any possibility stretch a toy balloon out sufficiently to make an airship of it--unless they had dilled

with the festive bock--and this, we are certain, neither Mr. Ridgway nor Mr. Pilcher did.

BY A RACINE BOY. / Arthur C. Lunn of this City Solves the Alleged Air Ship Mystery. / IT IS NOTHING BUT A STAR. / The Young Man Watches the Star for Hours--Gives it Careful Study--Intelligent Explanation of the Learned Astronomer at Lawrence University. /

The whole western country has been excited during the past week in regard to an airship alleged to be sailing about the country. Hundreds of men have advanced ideas in regard to the mystery and scientists have been busy studying on the subject. One man down in Ravenswood, Ill., sprung into fame by producing what he claimed was a photograph of the ship and it was published in a Chicago paper. But it remained for a Racine boy to solve the mystery. Arthur C. Lunn, son of John C. Lunn, the well-known piano tuner, is the gentleman who tells the world that the supposed airship is nothing more than a star. Young Lunn is an astronomer at the Lawrence University, at Appleton, Wis. The following telegram gives his idea of the ship or star:

APPLETON, Wis., April 12.--Arthur C. Lunn of Lawrence University watched the supposed airship carefully last night, and, after calculation, has proven beyond a doubt that the supposed airship is the star.
1897 April 14 (Wed) D. Commonwealth (Fond du Lac, Wis.), p. 3.

The Nocturnal Mystery.

Persons who were out as late as seven thirty last night, could have seen in the western heavens, an object fashioned very much like the airship which has been seen in Milwaukee, Chicago, Omaha, Ripon, and other big towns. It was very bright, and when first discovered was moving with a majestic motion toward the north. In its aerial flight it rose higher and higher, and then would rock and reel like a ship in a storm. Finally, in the dim distance, when it seemed as if its purpose was to keep company with the evening star, there came a flash, and the thing was lost to human gaze. It was a counterpart of the "airship" which had thrown other cities into consternation. Some rogues on the west side had sent up a balloon.

1897 April 14 (Wed) Evening News (Kenosha, Wis.), p. 47

Now that the air ship idea has struck the town it must run its course. The last report is to the effect that it was seen to come to earth a short distance west of the city very early this morning. Now, will somebody kindly pick up a fragment of the wrecked flyer and we will be up with the rest of them?

Despite the fact that the air ship has gone to pieces, and that fragments of it have been picked up in various parts, which go to show that the much talked about peculiarity was only an advertisement used by the Ringling Bros., the same strange lights were sighted here again on Tuesday evening and in several other parts of Wisconsin and Illinois. It is reported that one party in town now asserts that the whole thing, framework and all, were seen by him Tuesday night--the cigar shaped body and the wings protruding from each side. The plot seems to thicken.

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.

1897 April 14 (Wed) Daily Register (Portage, Wis.), p. 6.

CITY AFFAIRS. ...

The "airship" which is giving the astronomers and many others so much trouble just now was seen over this city last night by a number of people whose reports tally almost exactly. At 8 o'clock last evening Portage people saw what appeared to them to be a large body in the sky with two lights attached, one above the other, and which were of different colors. The lower light seemed to be like the light from a fire while the upper light was a bright white light; the whole seemed to give out a glare much like a conflagration. One lady had a pair of opera glasses and is certain that there was a body-like a balloon--above the lights. The "ship" moved quite rapidly in a southerly direction and disappeared from the vision in about ten minutes. Sam Graham says the descriptions given are quite accurate and match the facts very well. He states that the hot air balloon he sent up at 8 o'clock last night contained a large Chinese lantern below and the alcohol flame above and that it looked very pretty in the air. He fails to understand, though, how the reports can differ so widely in the direction the balloon took, as he watched it all the time and it went in only one direction.

1897 April 14 (15)

LETTERS FROM AIRSHIP. / Fastened to Arrows, They Are Found by Farmers. / VESSEL ON ITS SEVENTH TRIP FROM LA FAYETTE, TENN. / Bound for the Prairies of South Dakota, the Writer of the Letter Says, and the Strange Craft Has Proved Its Ability to Travel in All Ordinary Weather. / Appleton, Wis., April 14.--The doubts about the identity of the airship which were dispelled by A. C. Lunn last Monday, were revived,

to-day, upon the finding of letters, purporting to have been dropped from the craft, which appear to disprove the Alpha Orionis explanation.

The first letter was found by N. B. Clark, a well-known farmer, and local newspaper offices soon received a number of copies of the letter brought in by farmers from Clifton and Seymour. The letters were all attached to iron rods which were rusted by recent rains. The first letter was dated April 9, but a second, dated the 12th, was found this afternoon near a Seymour in the middle of a ploughed field, with no foot marks near the spot.

The suspicion that the letters were "planted" was not apparently well founded, for no hardware dealers in this vicinity have sold any such rods as the letters were wired to. The latest letter was fastened to an iron arrow with the initials R. B. S. stamped on the flat portion. It reads substantially as follows:

On board airship Pegasus, April 12.

This vessel is now making its seventh trip from La Fayette, 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 (1,000) pounds besides its own weight. The finder will please retain this letter until called for by a representative of R. B. S. and 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 first letters were found in an air line, but the second series is a south of this line.

Explosion of an Airship.

Pavilion, Mich., April 14.--This morning, it is claimed an airship, while passing over the town, exploded. Not only was the flash of an explosion seen, but the noise resulting was heard by a large number of reputable citizens.

The airship was traveling at a rapid rate, when there was a loud report, and the lights that had been visible at each end were extinguished. The machine disappeared, and, it is expected, was blown into atoms. Carpenters engaged in shingling a house beneath the point at which the ship was seen to explode assert that when they resumed work this morning, the roof was covered with innumerable particles that looked as though they had fallen from above during the night.

Will Not Allow Inspection.

Chicago, Ill., April 14.--Reports from Macoupin county, Ill., say an airship has been seen at several points in the county, alighted at two places and resumed its journey when delegations started in the direction of the point where it alighted in order to inspect it. The ship traveled at the rate of thirty miles an hour and it seemed to be under complete control of those in charge of it. Other points at which the airship has been seen are Emporia, Kan., Wabash and Muncie, Ind., and Perry, Okla.

Policeman Thomas Martin of the West Thirteenth street station is of the opinion he has solved the airship mystery. At 1 o'clock this morning he found a large tissue paper balloon on the prairie at Washburne avenue and M Robey street. It was made of red, white, and blue paper, and the lower portion had been burned.

Fond du Lac, Wis., April 14.--Persons who were out as late as 7:30 o'clock last night could have seen in the western heavens an object fashioned very much like an airship. Finally in the dim distance there came a flash and the thing was lost to human gaze. Some boys on the west side had sent up a toy balloon.

Portage, Wis., April 14.--The streets of this city were crowded with people last evening gazing at what they supposed to be the much talked of airship. A very bright light was seen traveling in a northwesterly direction. A few minutes before 8 o'clock the lights disappeared entirely. The light was doubtless the star Alpha Orionis. Earlier in the evening much excitement was occasioned by the appearance in the sky of a large paper balloon to which a light was attached. It proved to be the work of some practical joker.

1897 April 15 (Th) Racine (Wis) Daily Journal, p. 1.

AIR SHIP LANDS AT LAST / Mysterious Aerial Navigator Alights Near Springfield, Ill.--Talk With the Occupants. /

SPRINGFIELD, Ill., April 15.--Adolph Winkle and John Hulle, farm hands, made affidavit that the airship landed two miles north of here at noon today. They visited the ship, conversed with its inmates, two men and one woman, as they were repairing the electric apparatus and search light machinery. They said they came here from Quincy in thirty minutes, and will make a report to the government when Cuba is declared free. The ship and occupants left for the south at 1 o'clock this afternoon. The farmers' description is similar to the description heretofore given.

THEY SAW THE AIR SHIP. / Hundreds of West Siders Taken in by Pranks of College Boys.

Hundreds of west siders came to the front this morning with the startling information that they had seen the light of the much-talked of airship, hovering over that portion of the city last night. The first time the light was noticed was about 8 o'clock and it was moving toward the northwest. It did not take long for the news to spread and soon hundreds of eyes were cast skyward. About 10 o'clock light was seen again and it attracted as much attention as the light earlier in the evening.

Some of the most enthusiastic declared they could see the outline of the mysterious ship and some even went so far as to state that they

could hear voices. The last light disappeared in the same direction as the first, and although many staid (sic) up over half the night watching for more lights, they did not appear.

It was learned this morning that toy balloons containing lighted candles were sent up from the southern part of the city, in the vicinity of Racine college, and floated over the west side. They were sent up by students of Racine college.

1897 April 16 (Fri) Racine, Wis., Daily Journal, p. 1.

THE GREAT AIR SHIP. / The Imagination of Some People Is Remarkable.

Airship stories are still in circulation. There are dozens of people in Racine who will make affidavit that they saw the airship, and one woman is confident she saw the head of a man looking over the side. This morning, however, a lady capped the climax by rushing into the Journal office. She carried a wooden arrow and excitedly exclaimed that she had found it on the street. On the end was attached a note which read "Airship S. & G, dropped from a distance of two miles in the air." She was positive it came from the famous airship. Investigation proved that the firm of Silber & Griswold had distributed one hundred wooden arrows about the city and this one happened to be one of the lot. It was a novel scheme, and only the enterprising firm of Silber & Griswold would think of it.

1897 April 22 (Th) Beloit (Wis) Weekly Free Press, p. J.

SAW THE "AIR SHIP."

Recorder: The much talked of "air ship" was seen last Sunday night about 8 o'clock by a number of persons at the county poor farm by (?) Superintendent Peter Allen and wife, Mr. and Mrs. A.P. Allen and a number of others. It was in the northwest apparently about a mile north of Crystal Springs Park and moved with great rapidity, finally sinking out of sight. They are satisfied that what they saw was not a star, whatever else it might have been, and there was no "air ship booze" out there either.

April 15, p. 3: Abbreviated Telegrams: The mysterious airship passed over Dubuque, Ia., after midnight yesterday and was seen at Grand Island ~~xxxxx~~ at 10 o'clock and Bellevue at 11.

May 20, p. 4: A FIRE BALL. / Rocket from the Sky Whizzes Over Beloit. / A Blazing Sphere Flies from the Zenith towards the Moon Leaving a Trail of Fire in Its Wake. / An Unusual Sight.

At ten minutes to 10 o'clock Monday night a number of people in this city beheld a ball of fire drop from the zenith and fly in a southeasterly direction towards the moon. It appeared to be pear shaped, the center was very bright like a () light and the outer sides were of a bluish tinted light. It (sped) noiselessly with great rapidity, being in sight four or five seconds and left a trail far in its wake, presenting a scend of splendor seldom witnessed.

The celestial marvel was probably a bolide and very different from a shooting star or meteor
July 29, p. 1: Supposed meteor struck the street during the night and made a large hole.

MICHIGAN

1897 April 6 (Tues) Detroit Evening News, p. 4.

Wolverine Tidbits.

Lec--Between 10 and 11 o'clock the other night, a bright light was seen emerging from the river. On first sight it was thought to be a lantern, but ~~xxxxx~~ further investigation proved it to be a ball of light about as large as a large hen's egg, floating through the air about ten feet from the ground, with whizzing sound and zigzag motion. It soon disappeared.

April 15, Niles--howls from lake--Indian legend of wind from a god blowing a village into the water.

May 3, p. 2--Phoast horse, Indiana wildman.

Apr. 26, 4--Daniel Gray near Flint sees arsp in daylight, rets newspaper from it.

27--Arsp for Cuba, w dynamite / 30 daylight meteors.

1897 April 9 (Fri) Detroit Free Press, p. J

State Items.

Rodney Heddon lives on a farm in Byron, the farm adjoining the Argentine and Byron line. About nine years ago his father was shot and killed, the murderer serving his term in prison at the present time. On night last winter while there was snow on the ground a light was seen moving down the lane towards one of the barns and Mr. Heddon was informed and made search, but no trace of the light or of footprints could be seen. Since then the light has been seen often at night by the family and neighbors and the alleged manifestations have stirred up much excitement as almost all those who have seen the light believe that it is caused by the old man's ghost.--Fenton Courier.
1897 April 11 (Sun) Saranav Courier-Herald, p. 4.

STRANGE AERIAL CRAFT.

For several weeks, the people in many sections of Iowa and Missouri have become excited by the appearance of an air ship which has conveniently exhibited itself under cover of moonlight and starlight. Reports from all along the line of the Burlington, Cedar Rapids and Northern railroad in Iowa, say that the mysterious aerial craft was seen by every operator and station agent on Thursday night. It was also discovered at Cedar Rapids about 9 o'clock the same evening. It was moving slowly, and by 10 o'clock had faded from view. It is described as having a bright, glaring headlight, revealing a glistening steel hull, dim windlike projections on each side, and producing

a hissing sound as it glides through the air. Naturally it has caused intense excitement in that section of country. It is to be hoped that the navigator of this unknown craft will become more neighborly and afford people on terra firma an opportunity to satisfy their curiosity as to its construction and capability for successfully navigating the skies.

1897 April 12 (Mon) Benton Harbor Evening News (Mich), p. 1.

Air Ship Seen Here. / It was Moving in a Northwesterly Direction. The Kansas air-ship has visited Benton Harbor. The distinction of seeing the aerial wonder does not now alone belong to Iowa, Illinois, Wisconsin and Kansas towns.

The ship made its flight across the heavens over this city last night seen exclusively by residents on Horton Hill. John Lee, residing on Territorial street, "among those who were so fortunate as to get a glimpse of the marvelous vessel.

It came in sight about 7:45 and traveled rapidly north-northwest. It was in view for fully 15 minutes. To Mr. Lee it had the appearance of a huge ball of fire when viewed with the naked eye but with opera glasses leveled upon it Mr. Lee claims its aspect greatly changed. It threw off a variety of colored lights of soft yellow lustre.

The outline of the ship could not be seen. All that was visible were the lights.

One of the Neimeyer boys claims to have seen the wonder Saturday night. It then appeared to have lost its equilibrium and was tumbling over and over.

Is Seen at Holland.

Holland, April 12.--An airship was seen at 8:35 o'clock last night floating over Black lake. It was a large dark mass lit up with colored electric lights, after remaining stationary for several minutes it darted northwest and was soon lost to sight. The machine moved in zigzag style and seemed under perfect control. Hundreds of people saw the machine here, it being first discovered by Dr. J. D. Wetmore and C. L. King, manager of the large King basket factory.

Detroit Free Press, Apr. 14 p. 3--It Bore Colored Lights. / Benton Harbor People Claim They Saw the Airship.

Benton Harbor, Mich., April 13 (Special.)--The airship has been plainly seen by several reliable citizens of this city and St. Joseph, who declare that there is no fake about it. It was seen about 8 o'clock last night, with blue, red and green lights, and was moving rapidly in a northwesterly direction. The outlines could not be discerned owing to the lights it bore and its great altitude over Lake Michigan.
1897 April 12 (Mon) Grand Haven, Mich., Daily Tribune, p. 1.

One of our citizens is said to have seen the air ship floating over this city early one morning last week.

13, 1. The airship which is startling the entire country was in Holland Sunday night. Dr. Wetmore was one of the observers of the strange sight. When last seen it was heading moving toward the north about 9 o'clock.

Fri. April 9, p. 1. Mysterious lights have been seen over different Western cities recently and are attributed to an airship, which it is believed some inventor is trying.

1897 April 12 (Mon) Niles, Mich., Daily Star, p. 2.

QUEER OBJECT. / Seen in the Skies Last Evening--Might Have Been Air-ship.

While W.H. Snyder of this city and Henry Wilbur of Chicago were driving home from South Bend last evening the latter espied an illuminated object moving in the skies. He called Mr. Snyder's attention to it and together they watched it glide across the sky quite rapidly.

While this might have been the much talked of airship it was not of the same shape. Mr. Snyder says the object was bright, at times red and at times white; three or four times larger than a star and seemed like a bunch of lights. It was first seen near Notre Dame but it soon disappeared and was not seen until near Niles, but in an entirely different part of the firmament.

While Mr. Snyder does not believe it to be an air ship, some people think it was. However, the object may be the same one that has been seen in Chicago and elsewhere.

1897 April 13 (Tues) Battle Creek Daily Moon, p. 4.

THE AIR SHIP. / It Was Seen to Pass Over Battle Creek Last Night. /

The air ship which is supposed to be in Michigan, was seen by some 20 reputable citizens at 8:55 o'clock last night, apparently from one to two miles west of the city and traveling in a southeasterly direction. When first observed, it was almost a mile high. Suddenly an explosion took place which sounded at the distance like the report of a gun. Sparks flew forth and the ship began to slowly settle to within about half a mile from the earth. It remained down but a few moments, when a buzzing sound was heard. Again the sparks flew out as if from an emery wheel and the machine began to rise slowly in a perpendicular position again. Suddenly the lights went out, after which it was impossible to see anything of the ship. It was observed by persons from several points of the city widely separated. Among those who witnessed the strange sight were L.E. Clawson, W.A. Cady, Dr. McGuffin, Dr. McNeil, J.H. Dorsey, ex-Ald. Thomas Barry. The machine is described as about 25 or 30 feet long. It was only visible about five minutes. The sky was perfectly clear. /

Niles, April 12.--
Holland, April 12.--

HIGH IN THE AIR / AIRSHIP TAKING A SPIN OVER MICHIGAN. / IF THE TESTIMONY OF SOBER MEN IS ACCEPTED, / DID IT GO TO SMASH IN KALAMAZOO COUNTY? /

BATTLE CREEK, Mich., April 13.--Twenty reputable citizens claim to have seen the mysterious airship last night, hovering above the sanitarium. Some claim it was a hot air balloon, but others insist it was an airship, because they heard voices.

L. E. Clawson, a prominent attorney, and Mr. Dixon, a leading clothier, claim the ship was all one blaze of lights, as if covered with electric lights. Says Mr. Dixon:

"The upper part was in the form of a cone, from which was suspended a large object, cylindrical in form. At the rear end of the lower object was some kind of a wheel, which made a buzzing noise that was distinctly heard."

When first observed it was almost a mile high. Suddenly there was an explosion, sparks flew forth and the ship began to ~~move~~ slowly settle to within about half a mile from the earth. Again the sparks flew out as if from an emery wheel, and the machine began to rise slowly in a perpendicular position again. Suddenly the lights went ~~out~~ out, after which it was impossible to see anything of the ship.

Chas. F. [Bock], the defeated candidate for mayor on the republican ticket, is reported as saying that it was the republican balloon that went up when Mr. Metcalf was inaugurated last night.

Ex-Sheriff Powell, who wanted to be justice of the peace, says: "Nonsense, these silver people were looking through beer bottles last night."

Yet many respectable citizens are ready to insist that they were sober and that the airship did pass over the city last night.

NILES, Mich., April 13.--The airship is reported to have been seen here also, moving northwest.

KALAMAZOO, Mich., April 13.--About a dozen people saw what they believe was the airship last night. It came from a southeasterly direction and was going about [40] miles an hour in a northwesterly direction. It seemed then to be about half a mile high. It looked like an immense ball of fire. Although the night was clear, the ship's outlines were not visible. Editor A. J. Shakespeare, of the Gazette, is among those who saw it.

SEEN AT LANSING.

Various Descriptions of the Airship From the Capitol.

LANSING, Mich., April 13.--The mysterious airship which has created so much excitement throughout Iowa, Illinois and section of Michigan, was plainly visible here last night. Senator William C. Thompson, who was in the back yard of the Orphans' home assisting the family cat to tree a ground mole, saw the airship plainly. While he could give no detailed description of the ship, he asserts that it was headed toward Caro, and was officered by a tall, fleshy individual who bore a remarkable resemblance to Svbrant [?] Wesselius.

Gov. Pingree was leaving the capitol and his attention was called to the midnight visitor. The governor says the ship had eight arms, like a squid or octopus, and that the initials H. C. R. R. were plainly visible under the bow anchor. The governor is of the opinion that some of the railroad bills now pending contemplate the granting of exclusive aerial privileges in the state to the Michigan Central, and that the ship contained Henry Russel, the company's Detroit attorney, who was making a secret call on Sky Olds.

On the other hand, Mr. Olds, who saw the ship, denies the statement that the Michigan Central owns it, or that the company is seeking aerial franchises. "So far as that is concerned no special legislation is required," said Mr. Olds. "The right to the exclusive control of the air in this state was given to the Michigan Central in its special charter." Mr. Olds believes the airship is operated by John W. Blodgett, of Grand Rapids, in the interests of Julius Caesar Burrows, of Kalamazoo, who is seeking a second term, and is convinced that the ship is now on its way to certain legislative districts in the upper peninsula.

The Hon. William A. French described the midnight visitor as a queerly constructed piece of apparatus in the form of a shrimp. He refuses to say anything more about it, but O. C. Tompkins declares that Mr. French might tell more about the ship. He thinks French owns it, that Al Albert [Pack] had it constructed for Mr. French to use in getting from Presque Isle, from where he holds office to Dundee, Monroe county, where he lives.

Perhaps the most plausible explanation comes from Rep. W. R. Bates, who was at one time Senator McMillan's political secretary. Mr. Bates, who is a deep student of theosophy, declares that the so-called airship is the astral body of the governor's Detroit machine, and that in accordance with the common practice of all astral bodies it is loafing in the vicinity of the Presence, awaiting an opportunity to reincarnate itself. Mr. Bates' explanation has created great excitement in the senate late this afternoon and William C. Thompson has called a caucus in Pioneer hall tonight. Moore, Blakeslee, Robinson and other Pingree members will be excluded.

WENT TO SMASH.

Airship Said to Be Scattered Over Kalamazoo County.

CALLSBURG, Mich., April 13.--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 when they remained up until a late hour, in attendance upon a sickhorse. 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:

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 Corstock 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 may be the theories, there is scarcely a doubt that the aerial stranger is gone forever and that its origin and the experience of its crew are to remain forever a mystery.

1897 April 13 (Tues) Evening Press (Grand Rapids, Mich.), p. 1.

THE AIR SHIP. / A Dream of the Future Modernized. / Chicago Not the Only Windy City Where Air Ships Sail and Up-to-Date Firms Do Business.

Last night about four hundred people saw what is thought to be the mysterious air ship that is prowling about the higher altitudes in the vicinity of Michigan. It is supposed to be the same flying machine that was seen at Chicago last Sunday and at Holland, Mich., yesterday. It looked like a speck of black in the sky, with a sort of search light upon the front and green and white lights in the middle and at the end. It traveled with enormous speed and its course seemed to be toward the moon, wherever that was. Suspended from the side was a large banner upon which was a large advertisement calling attention to the fact that the Bodenstein Clothing Company had a great trouser sale on 200 pair of fine hairline worsted pants made to sell for \$5.00, only \$3.50. The firm was interviewed this morning and it was learned that they had supplied the air ship crew with bicycle caps, sweaters and belts in consideration of the advertisement in question.

1897 April 13 (Tues eve) Grand Rapids Evening Press, p. 3.

SHOWER OF SPARKS / Marks the Air Ship's Path in Michigan. / AGAIN LAST NIGHT / The Heavenly X Invader Was Plainly Observed. / It Dodged and Sizzled Over Battle Creek and Finally Faded into Space. /

Battle Creek, Mich., April 13.--An air ship was seen to pass west of the city last evening about 8:45 o'clock. The object seemed to be about a half mile high when first seen. There appeared to be something that burst, and thousands of sparks flew from it and dropped toward the ground as from a sky-rocket. Then it began to settle toward the ground.

When within about a quarter of a mile from the ground it seemed to stop and made a sizzling sound that could be distinctly heard. Then it began to rise rapidly and almost perpendicularly, when the lights went out. It had two lights, one red in front and a light blue one behind. The distance between the lights appeared to be about thirty feet.

When seen by twenty-five or more people in various parts of the city it ~~was~~ was moving in a southerly or southwesterly direction.

Among those who witnessed the strange craft were L. E. Clawson, a prominent attorney; W. A. Cady, jeweler; Dr. McCuffin, Dr. McNeil, J. H. Dorsey, manager of the Western Union Telegraph Co.'s office; ex-Alderman Thomas Barry and M. J. Loomis, photographer.

Niles, Mich., April 13.--The mysterious object which has been invading ~~the~~ the heavens for the past several weeks, was visible from this city last night, and those who saw it are positive that the object they gazed at was not a star.

No outlines could be distinguished, but in the lead was a bright electric light. Following it were two lights, one red and the other green. Reports from nearby points state that the same object was viewed.

1897 April 13 (Tues) Kalamazoo Gazette, p. 1.

SAW THE AIR SHIP. / Several Reputable Persons Say They Saw the Aerial Marvel.

Word was received over the telephone at the Gazette office last evening at 8:10 that a strange object was seen floating over the western part of the city. It came from the southeast and was moving in a northwesterly ~~direction~~ course. It looked to be about half a mile up in the air and was traveling at about the rate of 40 miles an hour. The Gazette made a further investigation; went on the street, said nothing of what had come over the phone and eagerly listened for the report of others who might have seen the same thing. About the first words ~~was~~ heard ~~was~~ a man talking about the ~~big~~ flock of geese that had just passed over the city. Although the people who claimed to have seen the now famous wanderer of ethereal spaces have always been considered of sound mind and good judgement, we fear they were in some mysterious manner Trilbyized by a strong hypnotic power, and believed they saw a real live air ship instead of a flock of innocent geese seeking other climes.

1897 April 13 (Tues) Saginaw Evening News, p. 2.

THE AIRSHIP WITH US / It Was Seen by Responsible Citizens in a Number of Cities. / SETTLED WITHIN HALF A MILE / Of Earth at Battle Creek--Red and Green Lights Were Seen and the Buzz of Machinery Was

Heard. /

Battle Creek--The airship, which is supposed to be in Michigan, was seen by some 20 reputable citizens in widely separated points of the city, at 8:55 o'clock last night, apparently from one to two miles west of the city and traveling in a southeasterly course, almost a mile high. Suddenly an explosion took place which sounded like the report of a gun. Sparks flew and the ship began to slowly settle to within half a mile from the earth. It remained down but a few moments when a buzzing sound was heard. Again the sparks flew out, as if from an emery wheel, and the machine began to rise slowly in a perpendicular position again. Suddenly the light went out, after which it was impossible to see anything of the ship. The machine is described as about 25 or 30 feet long. It was only visible about five minutes. The sky was perfectly clear. /

Miles--The mysterious object which has been inhabiting the heavens for the last two weeks, and which is believed to be an airship, was visible from this city Sunday night, and those who saw it are positive that the object they gazed at was not a star. It was rapidly moving northwest. No outlines could be distinguished, but in the lead was a bright electric light. Following it were two lights, one red and the other green. The mysterious aerial visitor was watched until it disappeared from view. Reports from near-by points state that the same object was seen. /

Holland--A large black mass hovered over Black Lake for a few moments Sunday night, and then started off toward the northwest. Bright colored lights streamed out from in front and behind the object. People here think it was an airship.

1897 April 14 (Wed) Detroit Free Press, p. 4 (eds)

MYSTERY IN THE AIR.

Scudd's Slide, April 13.--A peculiar-looking object was discovered high in the heavens directly over the pressed-brick school house this morning. It was shaped like a tortoise and ever and anon would run out a hideous head and emit a terrific shriek, such as is often heard in dentist's chair. It seemed to have wings, oars, sails, and other things suggestive of a ship. But the most startling thing about the object was the dozens of fierce red eyes all over its body. The uncanny navigator of the air was seen by a party of young men on their way home from an evening at the Scudd's Slide tavern.

Murky Marsh, April 13.--Upon going home from the postoffice, where they had been reading about the airship seen in Iowa, Nebraska and Wisconsin, two highly reputable farmers made out a most unusual sight about 2,190 feet in the air. The queer object, which was circular in shape, and with teeth on the edge like a huge saw, revolved rapidly and buzzed furiously as it moved in a northeasterly direction. Ropes and life-preservers were attached to the body of the object, giving a rather shippy appearance to the same. Several people say they heard a most unusual sound about that time.

Sarah Center, April 13.--Surprising Story, a retired sailor, was called into his poultry yard by the loud screeching of the feathery bipeds, indicating the proximity of hawks. The ex-tar found the yard overshadowed by what he thought was a cloud, but upon lifting up his eyes he saw a huge and ugly shape passing over the place about seventy-seven rods in the air, and making for the Ohio line. The form seemed to be that of a great centipede, and many of the feet were plainly discernible as they paddled the atmosphere. A row of electric lights was arranged along the back of the curious contrivance, and a hidden orchestra played exquisite music. The mysterious craft carried a compass such as used on all ships. Great excitement has been caused by Mr. Surprising Story's discovery, and his record of sea-serpent discoveries makes him an authority upon all occurrences out of the ordinary.

Sandbank Section, April 13.--The airship, or what was supposed to be it, was seen by over 100 voters of this town who gathered at a hard cider social to-night to celebrate the election of the new supervisor. To the majority of the party it looked like a great barrel with wheels attached, and with three sheets fluttering in the wind at the faucet end of the immense cask. The barrel seemed to leak badly, as airships often do, but it kept on going. No little hilarity was occasioned by the joke of the retiring supervisor, who remarked that the mysterious object seemed to be a whopper, but he didn't think it could carry more than the newly elected supervisor did on election day. While the party were shouting over this sally, the airship disappeared.

1897 April 14 (Wed) Kalamazoo Gazette, p. 1.

NOT AN AIR SHIP. / Just a Reflection in the Sky of the Light from a Burning Barn.

About 9 o'clock last night a very bright light was noticed in the south. In these times of mysterious aerial wanderers some were quick to declare that it was the light from an airship, but the Gazette upon investigation, found that Thomas Moore's barn on South Burdick street was burning down. The fire department at the paper mill responded to a call and did all in their power to extinguish the flames, and finally succeeded in saving the residence, but the barn was a total loss, including hay and grain, the live stock, buggies and harnesses being saved. The barn was a new one and the loss severe.

Tues Apr. 23 p. 4: Toward the latter days, according to the Bible, signs shall appear in the heavens. The air ship, which is seen all over the country, is the new star, the Star of Bethlehem. Awake you sinners, repent, put on your white robes, for the day of judgment draws near.

May 2 "Above Clouds" story.

1897 April 14 (Wed) Kalamazoo Gazette, p. 2.

(card 1)

CLAIMS IT IS A STAR. / Astronomer Says He Has Solved Airship Mystery. THE BOBBING MOTION EXPLAINED. / Position of the Light in the Heavens and the Hour of Setting Coincide with Those of the Star Betelgeuse--Engineer Says He Saw the Airship in Daylight Traveling at the Rate of 150 Miles an Hour--Seen by Others.

Appleton, Wis., April 13.--Arthur C. Lunn... south of this latitude. See Milwaukee Sentinel 4/13, p.

AIRSHIP SEEN IN DAY TIME.

An Engineer Estimates That It Travels 150 Miles an Hour. Burlington, Ia., April 13.--Engineer F.L. Bullard, on engine No. 950 of the fast rail, says he saw the airship. He states that when he left Chicago Monday morning he saw a huge machine in the sky moving along in the same direction as his train. He watched it for a few minutes and then was compelled to give his undivided attention to his engine for five or ten minutes. When he again looked out the ship was some distance ahead. He said that the train was going at the rate of seventy miles an hour at the time and that when he reached Lisle, Ill. the ship was lost sight of, being many miles ahead. Mr. Bullard thought that this aerial schooner must have been traveling at the rate of 150 miles per hour.

Seen at New Carlisle, Ind.

New Carlisle, Ind., April 13.--Fully 100 residents of this place saw what they call an airship going in a northwesterly direction at 8:30 o'clock Monday night. The vessel was probably 500 feet above the earth and was moving rapidly. At one time the craft rose slowly and afterward seemed to drop a long distance. In addition to the headlight smaller lights of blue, green and red were seen at the ship's stern. The ship was in sight at least ten minutes. So many people saw it that there is no disputing the fact.

Moline People See It Twice.

Moline, Ills., April 13.--The so-called airship has been twice seen within two days by reputable citizens of Moline and vicinity. Saturday night the thing hovered over this city and finally disappeared to the northward. Monday morning about 8:30 the craft itself was seen by farmers living on the Rock river bottom, three miles south of here. They describe it as having a cigar-shaped body with broad wing-like

attachments.

1897 April 14 (Wed) Kalamazoo Gazette, p. 4.

AIR SHIP OR NO.

The strange body that passed over the city Monday evening and that was taken by many for an air ship was seen by the proprietor of the Gazette, as well as many other citizens. It came from the southeast and passed to the northwest, nearly over the centre of the city at a rate of speed that must have been from forty to sixty miles an hour. When about two miles northwest of the city the object seemed to change its course from northwest to due north. All that could be distinguished was a reddish-green light a great brilliancy that threw out rays on all sides and was six times as large as any star in the heavens. Air ship, or whatever it may be, there is some strange body skylarking about the heavens and has been seen by thousands and thousands of people in different portions of the country. What it is, astronomers ought to be getting on to it by this time. The object was first heard of several weeks ago in western Nebraska, then at different points in Kansas, then in Iowa and Illinois and now in Michigan. Sunday evening an object of the same description passed over South Bend and Miles.

The object when it passed over Kalamazoo appeared to be about half a mile high. It is more likely that it was fifty and perhaps three times times that many miles from the earth and is some wandering body not on the charts. One thing is certain, it goes through space like a rocket.

1897 April 14 (Wed) Miles, Mich., Daily Star, p.2.

It Bore Colored Lights. / Benton Harbor People Claim They Saw the Airship.

The airship has been plainly seen by several reliable citizens of Benton Harbor and St. Ann Joseph, who declare there is no fake about it. It was seen about 8 o'clock Monday night, with blue, red and green lights, and was moving rapidly in a northwesterly direction. The outlines could not be discerned, owing to the lights it bore and its great altitude over Lake Michigan.

1897 April 14 (Wed) Saginaw Courier-Herald, p. 3.

(card 1)

MYSTERIOUS AIRSHIP. / 20 Reputable Battle Creek Citizens Claim to Have Seen It. / SEEN AT MILLS AND KALAMAZOO. / And in Illinois, Wisconsin and Iowa--The Strange (Crate) Finally Distanced an Engine Doing 70 Miles an Hour. / See 4/3 Eve. News (Detroit), p. 1A2

Battle Creek, Mich., April 13.--Twenty reputable citizens claim... Editor A.J. Shakespeare, of the Gazette, is among those who saw it.

Alma, Mich., April 13.--J.N. Ford, proprietor of the Wrist house, and Claude Chatwick, a leading silver politician of this village, became very much excited over a supposed airship seen in the western sky Saturday evening. They hitched up a livery rig and drove to the college hill, when they were dismayed to find it was only a brilliant sunset. /

Engineer Bullard...

Waukegan, Ill., April 13.--An airship, or what is believed to be such, was seen here at midnight by several persons who had their attention attracted by the strange moving light in the sky. Edward Wheeler watched it for about an hour, and describes it as a brilliant red light very high, and pursuing a varying course toward the north. /

Moline, Ill., April 13.--The airship was seen passing south over Rock river a few miles south of this city at about 8:30 o'clock yesterday morning by a number of farmers, Benjamin Carr, a prominent citizen, says he saw it distinctly. He describes it as having a cigar-shaped body or hull apparently about 15 feet long, with large wing-like projections on each side. It was at a great height and was moving rapidly. The mysterious lights were seen distinctly by a number of citizens about midnight Saturday, hovering over the three cities and then passing to the northward. /

Rock Island, Ill., April 13.--Hundreds of people stood on the streets for half an hour last night and gazed at an object in the northwest which appeared to be moving and which they believed was the airship. /

Eau Claire, Wis., April 13.--One hundred and fifty persons were assembled at the Omaha depot about midnight by a report received there from Merrillan that the airship was coming. The telegraph operator and others saw it through field glasses, and vividly described it to the crowd, several of whom saw it also. /

Green Bay, Wis., April 13.--The wonderful airship seen above this city Saturday night proves to have been simply a huge practical joke worked on the unsuspecting public. It consisted of a large hot-air balloon with a red across the bottom, to which were attached two Japanese lanterns. It was sent up about 9:30 o'clock by several well-known residents, and to those who were not "on the inside" it looked like a veritable airship. Many exclaimed they could see the body of the thing with rudder and wings. It caused intense excitement. A suburban resident now has the remnants which landed in his yard about 10:30 o'clock. /

1897 April 15 (Th) Niles, Mich., Daily Star, p. 2.

Saw the Air Ship. / That Wonderful Phenomenon Again in Evidence. / A Twinkling Light Resembling a Star Seen in the Heavens. /

About 9 o'clock last evening, Nightwatchman ~~xxxx~~ Carrett and various other reputable citizens witnessed what most of them thought to be the much-talked of airship. It is described as a light, the size of an ordinary ~~xxx~~ star, moving westward quite rapidly, taking an occasional downward shoot; the light at times being red, then green and again white. It was not quite as bright as some of the stars, excepting when it twinkled and flashed. Whatever it was, there is something peculiar about it. /

The airship craze is said to be an advertisement for Sells Bros. circus. /

16,2: Another Solution
There have been many different solutions in regard to that "airship" as most people choose to call it, but the one brought from South Bend yesterday by a traveling man seemed a little more plausible than others. He stated that he saw it in the hands of police. It was a simple toy balloon with attachments to throw three different colored lights, thus answering the descriptions given by those who happened to see the wonder. It was seen falling and hunted up, the finder turning it over to the authorities. If this story is true, some one has been having a great deal of ~~xxx~~ sport at the expense of others' time. /

A Different Airship--red, white and orange lights, zigzagging across the sky at night, beheld [?] by gentlemen who see through a glass darkly.--Chicago Dispatch. /

The airship stirred up very disagreeable weather. 14,2 Observations have become so common that now gentlemen at the theater go out between the acts to look at the airship. /

May 14 p.3. St. Elmo's Fire in S.D. snowstorm. 1897 April 15 (Th) Evening News (Detroit), p. 4.

Airship Again. / Broken Wheel Dug Up Near Battle Creek. BATTLE CREEK, Mich., April 15.--A well-to-do farmer who resides five miles northeast of this city claims to have found the wheel of the alleged airship that passed over lower Michigan last Tuesday evening. /

George Parks, of Pennfield, and his wife were crossing a field, when their attention was drawn to a very bright object that appeared to be about 100 feet above the earth and swiftly approaching. Mr. Parks thought from the light and humming sound it made that it was a meteor. As it passed over them, a little to their left, a part of it fell to the earth, and buried itself in the ground. /

Mrs. Parks, who was somewhat frightened, would not let her husband go near the place where it fell. The next morning Mr. Parks and his brother, Benjamin, dug it up and found it to be a large wheel made of aluminum, about three feet in diameter, and a turbine in shape. /

Mr. Parks says it is the first time he has ever heard of a meteor having wheels. He will keep the wheel as a memento, and it may be seen at any time at his farm in Pennfield. /

That Saucy "Airship."
CONSTANTINE, Mich., April 15.--A brilliant light was sighted northeast of here last night by many prominent citizens, moving in an easterly direction with a zigzag course. It was about one-fourth as large as the full moon. It kept in sight nearly an hour, then disappeared below the horizon. /

All Sorts
Mendon--Three Mendonites, George E. Sanford, ~~xxxx~~ Mrs. Sanford and Mrs. Carper, declare that they saw the wonderful ship Sunday night about 10 o'clock, going at a terrific rate. /

p.2 & The real secret of the airship business doubtless is that the

foreigners has finally discovered a scheme to evade the tax. April 14 p. 2: Men may go to the newspapers with airship stories, but they wouldn't dare give any such yarns to their wives. 1897 April 15 (Th) Kalamazoo Gazette, p. 1. /

AIR NAVIGATION / Strange Moving Lights in the Heavens. / A TOY BALLOON Said to Have Been One of the Objects Which Created Much Comment-- Reputed Air Ship Seen at Kendallville, Ind. and Sturgis. /

These must be interesting times for astronomers, as not a night passes that some new moving object does not make its appearance in the heavens. Even right here in Kalamazoo last night there were two airships, comets, balloons, or some other light carrying object, bobbing around in the heavens. The Gazette telescope man is away on a vacation or this story would state which one of the aereal floaters was the toy balloon sent up by the Evening News editors as their newly discovered airship. Between 8 and 9 o'clock it is reported that this mysterious ship was sent floating heavenward from the bluff on the west side of the city. It went north and a little west and nearly disappeared from sight and then seemed to return and appeared much larger. As it turned around it displayed different colors. Hundreds of people saw it and wondered what it was. Those who knew that it was a toy balloon were silent listeners to the remarks of the sky gazers. It was expected. 1897 April 16 (Fri) Battle Creek Daily Moon, p. 5. /

Dropped from the Clouds. / A Message from the Air Ship Picked Up on Maple Street. /

This morning as Frank VanDusen of Union street, a Moon carrier boy, was on his way to the 5 o'clock newspaper train to deliver his morning Free Presses, he discovered something sticking up in the street in front of the Merritt residence on Maple street. Upon investigation he discovered that it was some kind of a peculiar instrument to which was attached a note written upon a half sheet of note paper. It read thus: /

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. / Hastily, / Dan. A/Air Ship, R.F.N. /

Should this note be found please hand to any daily paper. The above note and implement can be seen at the Moon office, that the same object which was seen Monday evening at about 8 o'clock would appear again last night. It probably did, but not until about 11 o'clock when it was noticed in the southwest and seemed to be moving in a wavering route nearly westward. The Gazette man saw it and watched it for half an hour. A number of Odd Fellows who were at Burr Oak hall also saw it and watched it disappear in the west at 11:00 o'clock. It bobbed about but kept in the same general course. This may have been a toy balloon but dispatches from Kendallville, Ind., and Sturgis, Mich., state that the same object was seen there between 9 and 10 o'clock moving in a northwesterly direction. Its color ~~xxxx~~ varied and would entirely disappear for a brief period of time and then appear brighter than ever in a slightly different place. 1897 April 16 (Fri) Evening News (Detroit), p. 4. /

LETTER FROM AIRSHIP / RECEIVED BY A PAPER IN BATTLE CREEK. / Ship on Its Way Back to San Francisco--Latest Airship Notes. /

Battle Creek, April 16.--The Daily Moon has received a letter from the airship, which passed over this city again last night. When the employes came to the office early this morning, they found a large sailor's needle in front of the office, to which was attached the ~~xxxx~~ letter. /

The writer said the ship had started from San Francisco, had made the great lakes in one day and was now on the ~~xxx~~ return trip. HUDSON, Mich., April 16.--The supposed airship was seen last night about 11 o'clock, by a large number of people. It appeared in the western heavens, slowly wending its way to the north and east, apparently about 500 feet high. Prof. Tripp, a local astronomer, scouted the idea that it was a star. The object was in plain view for an hour and gradually faded away. /

PONTIAC, Mich., April 16.--Hundreds of citizens declare an air ship passed over Pontiac last night. They saw lights at an elevation of 200 or 300 feet above Saginaw street, but were disgusted when they learned that enterprising students had hauled lanterns up on the flagstaff of the Grove school. /

CHARLOTTE, Mich., April 16.--The mysterious air ship was seen by many people last night. Charlotte is a dry town. 1897 April 16 (Fri) Evening News (Detroit), p. 4. /

Odds and Ends.
Shelby.--Airship seen. Looked like big balloon with two lights. Temperance town, too.
Grand Rapids.--Naughty boys fooled a copper into believing he saw the airship. Toy balloons.
Lansing.--About 200 Lansing people, most of them sober, claim they saw the airship last night. It's believed they saw a paper balloon. /

p. 2 (eds), Michigan Stories. / The Secret Is Out--
Battle Creek.--The secret is out. The airship, it is said, is the work of an ingenious Battle Creek mechanic, and after sailing around several nights, is now securely hidden from public view. It is built like a huge bicycle, with five wheels instead of two and four immense wings, which are worked like the wings of a bird and regulated by weights. Two green and two blue lights are suspended. /

Barnum's What Is It? / Many More Michigan Citizens Report Having Seen It. / Caused Excitement at Hart, Olivest and Middleville.

Hart, Mich., April 15.—(Special.)—At about 9 o'clock last night a large dark object was seen floating over Shelby which was supposed to have been the much talked of airship. As described it was about like a large balloon with two lights, one white and one green. It was witnessed by a large crowd.

Olivet, Mich., April 15.—The airship was observed in this place last night about 11 o'clock by a large number of responsible persons, including a number of students. It appeared from the northeast and was headed in the direction of Albion. Only three red lights could be distinguished and it was at too great a height to make out its outline. It was moving very rapidly and disappeared in a short time. No explanation could be given at the college this morning.

Middleville, Mich., April 15.—A sensation was caused in our village last evening by what those who saw it called an airship. When first discovered, about 9 p.m., it was southwest of town but it was moving northward and downward. But for its moving and changing lights, red, blue, green, it might have been taken for a star. At about 10:30 p.m. another one rose east of the village and floated up and southwest. A car attachment had colored lights and scattered sparks and what was supposed to be sparks.

14, p. 4—Do we understand that the airship takes the place of the ruined peach crop as a spring sensation?
15, 4—We can hardly blame those airships for not staying with us. With 12 Michigan congressmen at Washington, it would seem as if a bill to subsidize them should have been introduced before this.
17, 4—After being up so much nightly, the airship could hardly be expected to put in an appearance in the daytime.

1897 April 16 (Fri) Grand Haven, Mich., Daily Tribune, p. 1.

The other evening the wonderful airship, which is creating so much excitement in this section of the country, was seen about 9:30 o'clock from the residence of D.A. Lane. The red and green lights were very distinct. No telescope was needed to see them. This is no hoax and anyone doubting this statement can find out the particulars of the matter by inquiring of D.A. Lane, A.L. Thomas or Rev. Richardson, three prominent spectators of the wonderful airship.

17, 1. In regard to the airship notice that appeared in last night's Tribune it is reported that John A. Crawford and Silas Wright not only saw this aerial monster, but were the first to observe what appeared to be their port light, and in justice to these gentlemen we make this explanation.

1897 April 18 (Fri) Kalamazoo Gazette, p. 6.

DEATH'S RED LIGHT. / It Waved at an Engineer, Betokening His Mother's Demise.

"The most peculiar case I ever heard of," said a telegraph operator, "occurred in our family. My father was an engineer on the Chesapeake and Ohio railroad, running into Richmond. One night while quite a distance from the latter city and nearing his run he saw a bright red light on the track several hundred yards ahead. The signal was also seen by his fireman and the front brakeman. The train was at once stopped, but not a trace of the signalman or light could be found, and the track was all right. Father looked at his watch and noted that the time was 8 o'clock. The train pulled out, proceeding cautiously for some distance without meeting any obstruction. Several miles farther the light was again seen. Once more stopping, another search was made, with no more success than before. This happened at 8:28. Father was never superstitious, but this was inexplicable. Much mystified, he proceeded on the way, only to be stopped a third time by the red light at 8:51 o'clock. Another search by the crew failed to disclose the slightest trace of the mysterious signalman. Finally, giving up the search, the men returned to their posts, and the train at last pulled up into Richmond without further mishap.

"When father alighted from the cab, a telegram was handed him announcing the death of his mother. Without delay he went to her home, which was several miles out of the city, on the railroad. Soon after his arrival he learned that a telegram had been sent to him while he was out on duty, summoning him to grandmother's bedside. The time at which father had seen the mysterious red lights was indelibly impressed on his memory, and he learned upon inquiry that at precisely the minute at which the first red light was seen she had asked if he had come. She then repeated the question at the time he saw the second light, and the appearance of the third light was simultaneous with her death.—*Richmond Times.*

1897 April 16 (Fri) State Republican (Lansing), p. 4.

THE AERIAL CRAFT

Now it is said that the air ship, whose search-light has startled the susceptible inhabitants of the West as well as of the Wolverine state, is nothing but the planet Venus, with her broadest smile on her face. To think that at her age Venus should be mistaken for such a High Roller as the papers describe! Populism apparently unfits its devotees for acquaintance with the heavenly bodies. But there is certainly something very mysterious about the celestial visitors, which thousands of persons declare they have seen sailing through the skies. They have sailed over Omaha, Chicago, and points in this state. The facts that the reports are credited by so many persons, and that even those who assert their unbelief are at least interested in the matter, goes to show that the public is looking forward to the time when the navigation of the air will become an established fact. Dari-

us Green failed, but it does not follow that man will never be able to fly, or at least to make progress through the air in whatever direction he wills, and regardless of the direction of the air currents. The science of aeronautics has been neglected except by a few, and the capital which has been furnished so lavishly for the development of means of travel by land, has been denied to the aerial inventors and investigators, who are regarded as wild visionaries.

So far as the air ship story is concerned, there are some things about it which are plausible, and others which make it incredible. All of the numerous "eye-witnesses" agree that the air ship is a balloon of some sort, with a basket attached to it. This is plausible. If it were said to be a flying machine with aeroplanes, wings and similar attachments, the report could be set down as a canard. Much has already been accomplished in moving balloons through the air, even against the wind. In 1895 John La Mountain, of Laingsburg, N.Y., made experiments with a propeller, which by means of fans acting upon the air, was made to propel a boat across the Hudson river. Afterward Tissandier, a French balloonist, used a similar device with considerable success. There would be no occasion for great surprise if a practical navigating balloon had been devised.

But there are quite a number of reasons for believing that this air ship story is not true. This air ship has too wide a habit. It has been seen the same night at points far apart. There might be of course two airships, ~~any~~ but if the existence of even one is doubtful, the idea that there are two in the field is absurd. One of the proofs furnished of the existence of an air ship is supplied by a Chicagoan, who exhibits two photographs of the mysterious visitor. They are said to be "snap shots" taken shortly after 5 o'clock in the morning, but the story of this photographic feat seems almost as much of a fairy tale as that of the air ship itself. The world has waited a long time for the coming of a practical air ship, and it can afford to wait much longer! There is no need of becoming excited over these western visitations. Sooner or later we will know all about it, and we should possess our souls in patience until data of a reliable character shall be forthcoming. In the meantime it is unreasonable to declare that practical aerial navigation is impossible. Because the newspapers have had so much to say about the air ships, it does not follow that they are trying to perpetrate upon the public a "balloon hoax," such as Edgar Allan Poe described, or that they themselves are innocent victims of cruel practical jokers. They have simply told the tales as related to them.

1897 April 16 (Fri) Saginaw Courier-Herald, p. 1.

THAT AIRSHIP / A Well-to-do Battle Creek Farmer Claims to Have Found a Wheel From / THE MYSTERIOUS CRAFT. / ...

Battle Creek, Mich., April 15.—A well-to-do farmer who resides five miles northeast of this city claims to have found the wheel of the alleged airship that passed over lower Michigan last Tuesday evening.

George Parks, of Pennfield, and his wife were crossing a field, when their attention was drawn to a very bright object that appeared to be about 100 feet above the earth and swiftly approaching. Mr. Parks thought from its light and the humming sound it made that it was a meteor. As it passed over them, a little to their left, a part of it fell to the earth and buried itself in the ground.

Mrs. Parks, who was somewhat frightened, would not let her husband go near the place where it fell. The next morning Mr. Parks and his brother Benjamin dug it up and found it to be a large wheel made of aluminum, about three feet in diameter, and a turbine in shape.

Mr. Parks says it is the first time he has ever heard of a meteor having wheels, and it may be seen at any time at his farm in Pennfield. /

SEEN AT CONSTANTINE.

Constantine, Mich., April 15.—A brilliant light was sighted northeast of here last night by many prominent citizens, moving in an easterly direction with a zig-zag course. It was about one-fourth as large as the full moon. It kept in sight nearly an hour, then disappeared below the horizon.

1897 April 16 (Fri) Saginaw Courier-Herald, p. 1.

AIR SHIP A REALITY. / Passed Over the Valley at an Early Hour This Morning. / SEEN BOTH HERE AND IN BAY CITY. / Believed to Have Come Down Near Essexville—Of a Conical Shape and Having Red Lights. /

Bay City, April 16.—Special.—At about 12:30 this morning while several residents of Bay City were returning from a lodge meeting in West Bay City, they noticed a large object approaching from the south, high up in the air. At first it looked like a flying cloud, but as the sky was overcast by a dull, thick haze, it was soon apparent that the floating body was not a cloud but a substantial thing of material existence. As it approached it appeared to gradually lower itself toward the ground and when it reached Center street, it did not seem to be over 50 feet high. There was a red light at either end. It seemed to be traveling at a rapid rate when first seen, but slowed up gradually as it neared Bay City. From the descriptions given, the airship was from 50 to 75 feet long, perhaps on-third as wide. It shone with a dull red glow, as if there were lights on the upper side. In shape it was conical and no mode of propulsion was visible to the terrestrial observers.

As the ship passed on toward Essexville it seemed to suddenly sink towards the ground and from all appearances it descended to the earth but very far north of Bay City. It was too late in the morning to send messengers in that direction to find out whether the airship landed or not. /

The airship seen in Bay City passed over Saginaw shortly after midnight this morning, and the description as given by those who saw

it is substantially the same as that received from Bay City. It had the appearance of a cloud when first seen here and was not very bright. While passing Saginaw it kept a course due north, though it seemed to approach this city from a southwesterly direction and then ~~and~~ change its course as it neared Saginaw.

The sources from which the information comes are entirely authentic and there can be no doubt that the mysterious object, whatever it is, passed over the city. It was going at a terrific rate of speed and soon disappeared from sight to the north.

According to late reports from different parts of the country, the strange messenger is a real airship, operated by some of its inventor who are simply making a trial trip and who have already made applications for patents. The principle on which it is constructed is that of the parallel plane and it is operated by steam.

1897 April 16 (Fri) Saginaw Evening News, p. 1. (card 1)

SAGINAW'S HAD IT TOO / That Mysterious Airship Monkeying Around in This Vicinity. / AND IS STILL AT LARGE / The Omaha Man's Experience Has Not Been Repeated in This Vicinity--Bay City Had It Too. /

Sombody says that that western apparition called an air ship or something else has been bobbing around in this vicinity. Some Bay City people got their eyes on it for a time and it is claimed that some people in this city saw it but so far as it was possible to learn today it was only the morning newspaper men who were favored with a view of the thing. It might have been a nightmare or it might have been a reality. It is hard to tell which. Some people think that it is Dave Hill trying to find a place to come down where it will be safe. Others have the idea that it is the advance agent of prosperity trying to find the best place in the state to have his show appear first. So far as known no one in this vicinity has had the experience or imagination of the Omaha man who was taken by the seat of the trousers on the hook suspended from the airship some distance before the cloth gave away and he awoke. In Grand Rapids some boys sent up a toy balloon with lights attached and a policeman rang in an alarm and stated that the air ship was in sight. Battle Creek had it again Thursday night and Marshal, Lansing, Olive, Owosso and other places report the thing. It would seem that the people who are favored with the views should shoot the xix thing on sight. It may be dangerous. / SHAKESPEARE SAW IT. / The Kalamazoo Editor Gives His Version of the Air Ship.

The News has several times described the mysterious air ship which has been seen in different parts of the country but we have at last secured the evidence of a genuine editor who saw the "affair" himself. Andrew Jackson Shakespeare, of the Kalamazoo Gazette, says he saw the strange body as it passed over Kalamazoo the other evening: Mr. Shakespeare says:

"It came from the southeast and passed to the northwest, nearly over the centre of the city at a rate of speed that must have been from forty to sixty miles an hour. When about two miles northwest of the city the object seemed to change its course from northwest to due north. All that could be distinguished was a reddish-green light of great brilliancy that threw out rays on all sides and was six times as large as any star in the heavens. Air ship, or whatever it may be, there is some strange body skylarking about the heavens that has been seen by thousands and thousands of people in different portions of the country. What it is, astronomers ought to be getting on to it by this time.

"The object when it passed over Kalamazoo appeared to be about half a mile high. It is more likely that it was fifty and perhaps three times that many miles from the earth and is some wandering body not down on the charts. One thing is certain, it goes through space like a rocket.

1897 April 17 (Sat) Adrian, Mich., Evening Telegraph, p. 2. (card 1)

THAT AIR SHIP / Various Phases of Its Appearance in Hudson. / JUST HOW THE THING LOOKED / To Some of the Citizens of that Interesting City.

A special from Hudson to this paper Friday, conveyed the intelligence that the famous air ship had been seen there Thursday night by sundry reputable citizens of that burg. We clip from the Hudson Gazette of this week some private opinions on the matter:

"It's no hoax about the air ship," said Gene Knapp, porter at the Comstock house. "We had just drove down to the depot when some of the boys called my attention to the bright red light which seemed to be sailing into town from the west. It looked like a shooting star at first, but when it got down opposite us, on West Main street, we saw a green light about 25 feet from it, and sure, right there before our eyes we saw the outlines of a dark object against the sky, and some of 'em thought they could see several men aboard. It looked as if one of 'em was trying to wave his hat at us."

Charlie Lane, proprietor of the Hudson house, was one of the party at the depot and corroborates the story. "This is no mariner's yarn," said Mr. Lane to the Gazette. "As sure as I live I saw the air ship last night. How high was it? About 400 feet from the ground I should say. Shape? Cigar shaped and covered with a canvas canopy. It sailed right along rapidly and easily against the wind, which did not seem to have any effect upon it."

"It was near the Lake Shore," said Mr. Roy Bean, "and can say that the air ship, or whatever it was, is an actuality."

Mr. Harvey Loyster was upon West Main street and while he does not furnish particulars to the Gazette, says that the aerial visitor is O.K.

Ed Southworth and Al Beach had just started for home when the exciting object came into view. Mr. Southworth ~~xxxx~~

~~xxxxxxxxxxxxxxxxxxxxxxxx~~ pointed it out to his companion. When asked how large it was, they thought it was about the size of "Doc" Clement's busted boom. "It was quite a bit larger than the Republican majority in Hudson," said Plin Gilman, who had just started down Main street.

"Yes sir," said Sid Lawrence, who had just left the lodge for home "it was certainly 25 feet long, had a rudder, was quite a curiosity. We ought to have it for our next street fair." Chas. Kefuss was leaving his milling office while the air vessel was disappearing over the Main street bridge. "It is no fisherman's yarn," quoth he. "I saw it, and I know it from the published accounts in all the papers."

"Pardy" Deems was just rising the hill on the st walk opposite the Baptist church. "What does it mean?" says Pardy. "Perhaps it was the long lost and overdue advance agent of prosperity, an individual who started out on the road a long time ago and hasn't got here yet."

"I've been in most every state in the Union," said Jim Peck, "but I never saw an air ship before. Ours was the original and only."

Prof. Geo. J. Tripp, scientist and superintendent of the East Side schools, was questioned concerning the alleged nocturnal visitor. "How do I account for it?" queried he. "I don't try to. I think it was a star that the people saw. I would liked to have trailed my telescope on it, anyway, that would have settled it. Of course I didn't see it at all, but how do I account for its moving so fast? Hallucination; some men's mind move swifter than others."

Lee Wolcott, Bert Chandler, W.N. Derbyshire and Will Sweetey, a party of duck hunters returning from Mallory lake, saw the visitor. They say it resembled a whole flock of ducks, but they had no field glass, and were unable to make it out clearly.

Pittsford--The operator here says that the air ship sailed over this place at 9:56 last night.

Clayton--J.B. Kessler and Arthur Hawkins both say that they are positive they saw an air ship pass over Clayton last evening.

Cadmus--This town is excited over the appearance of the air ship last night. It was going due east. One excited individual fired a shot at it as it passed, thinking it was a flying dragon.

1897 April 17 (Sat) Evening News, (Detroit), p. 4.

Odds and Ends. Ann Arbor--Airship seen here--going toward Ypsilanti supposed to have been manned by sky-larking students.

Manistique--Several hundred people were sure they saw the air ship, especially when they read a message from the "Jupiter," to the effect that the passengers were well and hearty. It transpires the air ship was a balloon, ingeniously constructed by two boys and the note was in their handwriting.

1897 April 17 (Sat) Detroit Free Press, p. 3.

Seems to Be Catching. / Stories Told About an Airship in Michigan.

Saginaw, Mich., April 16.--Several of Saginaw's reputable citizens are very positive in their assertions that they saw the reputed airship shortly after midnight and their descriptions of the aerial monster tallied with that given from other places.

Ann Arbor, April 16.--(Special).--A hot air balloon or airship was seen to pass over the southern part of this town to-night. It was seen from the campus by a large number of students. It was traveling in an easterly direction.

Lansing, Mich., April 16.--Several hundred Lansing citizens thought they saw an airship last night, but it turned out to be nothing more than a paper balloon sent up by some boys which floated majestically over the city with a bright light attached to it.

April 17 p. 3 (State Items)--It is believed that many practical jokers in different parts of the state are sending up hot-air balloons thereby causing the stories that are being sent out by enterprising correspondents about the mysterious airship that is being reported to have been seen at so many places.

18, 4--It will be perfectly safe for delinquents to agree to settle when their airship comes in.

It is worthy of note that no member of the W.C.T.U. has seen the airship.

1897 April 17 (Sat) Grand Rapids (Mich) Evening Press, p. 2.

AN AIRSHIP MESSAGE / Dropped Upon Expectant Grand Rapids Last Night. / BEER STOPPER USED / Very Appropriately in Bringing the Missile to Earth. / Aerial Travelers Unable to Control Their Engine and It Is Feared the Beer Had Given Out. /

That the airship is a wonderful reality is now assured, and that it passed through the startled atmosphere of the Valley City in the vicinity of the corner of South Division and Williams street is a fact that is founded upon the most irrefragable proof.

To state the matter briefly, C.T. Smith, an employe of the Winesap Furniture company, who has always been considered honorable and truthful, stumbled over something at 6:15 this morning while on his way to the store, which upon examination proved to be a letter from the clouds, or more precisely, from the crew of the flying machine. The envelope was endorsed on the outside, "From the Airship Travelers," and read as follows:

"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 R. Cotts, Laurel, Miss./C.C. Hester, Gulfport, Miss. / "C.W. Rich, Richburg, Miss." / "April 16th, '97. 9 p.m."

The letter was written on note paper with a purple indelible pencil, and was attached to a piece of stiff wire about five inches long, at the other end of which was fastened, as a weight, one of the iron

combination stoppers and bottle openers commonly used to open beer bottles. Just what the latter thing would indicate is a matter of uncertainty. It might be that the aerial stevard's refrigerator is so well supplied with these things that they can be thrown around promiscuously, or again, it may be possible that the total supply of bottled beverages has been consumed and the crew has no further use for the useful instrument.

Mr. Smith, who found the letter, positively avers that he is not a drinking man, and never owned a beer stopper in his life and moreover, as stated previously, the thing was discovered at 6:15 this morning.

As an example to the children of the city, however, it is unfortunate that great inventors should not be able to spell better.

Three of the night men employed by the Wallin Leather company are very sure that they saw the airship last night. At least they saw a strange white light in the western heavens very much like an arc electric light. The men observed it at intervals from 11:30 p.m. until 3 o'clock this morning. The light was traveling slowly northward.

1897 April 17 (Sat) Manistee (Mich) Daily News, p. 5.

THAT AIR SHIP. / The Cigar Shaped Body Gives us a Call. Mr. Proctor of this city claims to be one of the fortunates, in beholding the "air ship." He alleges that last night he had an unobstructed view of this aerial monster for fully thirty minutes, during which time he was enabled to note many interesting points in regard to the ship's general appearance.

This is his story. "About 11:30 o'clock last evening, as I was returning from a professional call, I suddenly beheld a very bright light in the western sky. Meeting a friend, I inquired what that light was but he seemed as much at loss for an explanation as myself. At first we were inclined to think it was a star, but on further investigation we saw that it was moving very slowly in a southwest direction. For the first time, the thought struck me that this must be the light carried by the much talked of aeronautic monster, because suddenly the bright light grew dim, and small colored lights appeared answering the description to those which were seen near Battle Creek.

"Rushing home, my companion and I secured our wheels and a pair of strong field glasses. Rapidly we made our way towards Seeley's farm on the outskirts of the city. Here we could get an excellent view of the ship from the high bluff overlooking the lake.

The first thing that attracted our attention was the queer shaped body beneath the lights. It was nearly the shape of a cigar and seemed to be covered with small incandescent lights of different colors. We could distinctly hear a swishing noise like wings passing through the air, and the regular beat of the piston rod of a steam engine. We also observed that the body had a queer motion which resembled the rise and dip of a chip on the water. By and by we were able to recognize the sound as the queer whirr of a propeller wheel.

"Suddenly a shower of sparks appeared, and the huge body forged ahead, at the same time all of the noises increasing in proportion. Seizing the field glasses my companion made out a sign near the forward end of the huge body. By straining his eyes, he was able to read the name, and turning to me he said 'yes, that's the Maggie Marshall, salt in the hold and timber on deck.'"

1897 April 17 (Sat) Saginaw Courier-Herald, p. 5. (card 1)

TRIP OF THE AIRSHIP / Seems to Be More Than a Vision of the Night. / ITS FLIGHT WITNESSED BY SEVERAL. / Seen at Different Points Throughout the State as Well as in Other Parts of the Country. /

Additional particulars of the visit of the mysterious airship to this part of the country were received yesterday. The ship approached from the southwest and after passing over both Saginaw and Bay City appeared to sink almost to the earth in the vicinity of Essexville. This was about 12:30. The ship moved with great speed when on its voyage north, but slowed up as it approached Bay City.

Just before 2 o'clock yesterday morning the uncanny visitor was seen returning to the southeast. Roundsman Halsey and Officer Foley, who were on Potter street, near the P. & P.M. depot, at that time, first noticed it as it approached the city from the north. They were attracted by a whirring noise, which increased rapidly in volume and looking up into the sky they beheld a long cigar shaped vessel sailing swiftly through the air. It was not very high above the earth and there was a light aboard that illuminated the whole vessel.

The noise which they heard resembled that made by a snare drum being played rapidly, and was evidently caused by the movement of machinery aboard the airship. It was going in a southeasterly direction and passed so quickly out of sight that a good description of the vessel could not be obtained. From the lower side, however, a long basket-shaped object hung down, apparently a boat to be used in case the ship settled down over a body of water.

Reports are coming from all over the country, which indicate that there must certainly be some truth in the many stories that are being told of the airship. One is to the effect that it is owned by Binsley Bros.' circus and is being used as an advertising scheme.

That there is some strange object floating about the country is beyond doubt, but what it is no one has been able to ascertain. The following dispatches from various points about the country show that the airship has traveled over a great deal of territory in the past few days:

Corroboration of the visit of the flying air-ship to this city yesterday morning has been received from many sources. Among those who vouch for its appearance is V.A. Goddard, who witnessed its flight northward at about midnight, in company with A.W. Field. The night was cloudy and therefore they were unable to see the ship plainly but they distinctly heard the humming noise, which they describe as resembling the noise of an electric dynamo. There were three lights

visible, one at either end and one suspended above the vessel, apparently on a mast. The forward light was white and the others were red. It was impossible to tell anything as to the size or shape of the vessel from the view obtained by these gentlemen. /

Reynolds, Mich., April 16.—About 4:30 Wednesday morning at a point about a half mile south and west of this point and about three miles northwest of Howard City, a balloon or flying machine alighted. The airship was seen about an hour before it alighted by a dozen farmers or more, who had been watching it. On its attempt to alight they gathered around, but a good many of them did not remain long after the landing of the ship. A strange man, if man he might be called, was in charge of the ship. While he seemed to have plenty of heavy clothes which look like the pelts of polar bears, he seemed to have no use for them, as he was almost naked and seemed to be suffering from the heat. He is about 6-1-2 feet tall, and his talk, while somewhat musical, is not talk at all, but seems to be repetition of bellowing. One of the farmers who was somewhat braver, attempted to go near him, and got a kick that will last him for some time, having got his hip broken. Great excitement prevails here, and lots of people are flocking here from Morley and Howard City to view the strange being at a distance, as no one dares to go near. He seems to be trying to talk to the people. The people here are incredulous, and those that have not seen refuse to believe the report, although six of the best people in that locality are here and affirm it is the truth. From their excited manners we are led to believe that no hoax exists. His balloon seems to be out of repair. At 8:10 last evening the airship passed south and a little west of Howard City. Hundreds of people watched its flight. /

Battle Creek, April 16.—The Daily Moon has received a letter from the airship, which passed over this city again last night. When the employes came to the office early this morning they found a large sailor's needle in front of the office, to which was attached the letter. /

The writer said the ship had started from San Francisco, and had made the Great Lakes in one day and was now on the return trip. /

Pontiac, Mich., April 16.—Hundreds of citizens declare an airship passed over Pontiac last night. They saw lights at an elevation of 200 or 300 feet, above Saginaw street, but were disgusted when they learned that enterprising students had hauled lanterns up on the flag-staff of the Grove school. /

Charlotte, Mich., April 16.—The mysterious air ship was seen by many people last night. Charlotte is a dry town. /

Hudson, April 16.—This morning's Hudson Gazette contains a detailed account of the passage of the airship over this city at 1 o'clock last night. It says that it was also seen at Pittsford, Clayton and Cadmus. The Gazette has interviews with Eugene Knapp, Charles J. Lane, Roy Bean, Harvey Lyster, E.J. Southworth, R.A. Beach, Plim Gilman, Charles Deems, J.I. Peck, B.D. Chandler, Lee Wolcott, W.N. Derbyshire, Will Swezey and others, who give graphic accounts corresponding with the description of the heavenly visitor as seen elsewhere. /

Hart, April 16.—A large crowd witnessed a strange sight Wednesday night. Something floated over Shelby which carried two lights, white and green, and is supposed to have been the airship. /

Olivet, April 16.—The airship was observed here Wednesday night by a large crowd of persons, including several students. It was headed for Albion. It was at a great height, displayed three red lights, and, moving rapidly, was soon out of sight. /

Battle Creek, April 16.—The aerial phenomenon, construed by some to be an airship, was seen by many persons here Wednesday evening. It was traveling west at a rapid rate and was visible but a short time. /

Middleville, April 16.—This village takes the cake in regard to airships. Several responsible residents claim to have seen two of them Wednesday evening. The first was discovered at about 9 p.m. moving northward, and downwards, and carrying changing lights—red, blue and green. At about 10:20 p.m. another ship rose east of the village and floated up and southwestward. A car attachment had six colored lights and scattered sparks, and what was supposed to be smoke. /

Lansing, April 16.—Many citizens of Lansing are willing to swear that they saw the airship last evening. A phenomenon was discovered in the heavens that traveled rapidly, and was visible for half an hour. /

Belle Plaine, Ia., April 16.—The citizens of Linn Grove declare there is no longer any doubt among them of the existence of an airship. Yesterday morning a large object was seen slowly moving in the heavens in a northerly direction, and seemed to be making preparations to alight. James Evans, liveryman, F.G. Ellis, harness dealer, Ben Buland, stock dealer, David Evans and Joe Croaskey jumped into a rig and started in pursuit. They found the air ship had alighted four miles north of town, and when within 700 yards, it spread its four monstrous wings and flew off toward the north. Its occupants threw out two large boulders of unknown composition, which were taken into the village, and are now on exhibition.

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

Mount Vernon, Ill., April 16.—What is thought to have been the mysterious air ship was seen here by more than 100 persons Wednesday night. It was first observed about 8:30 o'clock and continued in sight for half an hour. Mayor Wells, who had an excellent view of the mysterious visitor from the observatory attached to his residence, says it resembled the body of a huge man swimming through the air with an electric light at his back. /

Carlyle, Ill., April 16.--The air ship has made its appearance in this vicinity. Citizens of Shattuck, nine miles east of this city, observed it last night at 8 o'clock, going in a northwesterly ~~direction~~ ~~course~~. It carried red lights. /

Hillsboro, Ill., April 16.--What is supposed to be the air ship was seen by a number of reputable citizens here about 10:30 o'clock Wednesday night. Bright moving red lights were plainly visible. /

Appleton, Wis., April 16.--(Letter from the Pegasus. /
Carlinville, Ill., April 16.--The mysterious air ship which is the talk of the country has been seen in the northern part of this (Macopin) country. About 2:30 o'clock Monday afternoon it alighted on the farm of Z. Thacker, one mile north of Hillwood. It was seen by Wm. Street, Ed Teeples and Frank Metcalf. It remained about 15 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 half a mile it arose and sped north. The Chicago & Alton operators wired ahead to be on the watch, and at 8 o'clock it passed over Sherman, 32 miles north of Girard, at the apparent rate of 30 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 cars or wings extending from the side, and a canopy ~~top~~ 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 fact of its alighting twice and remaining such a long time in the same locality leads to the conclusion that the machinery was injured in some manner.

1897 April 17 (Sat) Saginaw Evening News, p. 7.

PEOPLE WHO SAW IT / Three Citizens of Saginaw Claim to Have Been Favored. / OTHERS DENY THE HONOR. / Speculation Continues to Be Rife Concerning the Thing and the Reason It Doesn't Quit Pooling. /

The air ship or whatever it is which has been bobbing all around the country and acting in a most mysterious manner is attracting much speculation. Many people are inclined to treat it as a fake or a good joke while others are firm believers in the existence of the machine and that its course is directed by human brains. However that may be the thing which is kicking up such a fuss has not been examined in this state by a reliable authority and the identity of the person or persons running the thing if indeed there is a person on board of it has not been established.

1 Roundsman Halsey and Patrolman Foley of the police force are sure that they saw the machine. They were standing at the corner of Astor and Jefferson avenue yesterday morning about 2:45 o'clock and were attracted by a noise which sounded like the rattle of a drum. Looking in the direction from which the noise came the officers saw something which is described by Roundsman Halsey as a cigar shaped affair about 30 feet long with nothing above it and something hanging about ten feet below the main body of the thing and carrying a red and yellow light which seemed to be shining through canvass. The affair was travelling about 25 miles per hour in a southerly direction.

Thomas S. Prentice, connected with the telephone company, reports having seen the machine the same night from the west side of the river.

A report was circulated that Asa W. Field and V.A. Goddard had seen the machine but Mr. Field said that it was simply a report concocted by Mr. Goddard to stuff a newspaper man with.

1897 April 18 (Sun) Flint (Mich) Daily News, p. 9.

SAW THE AIRSHIP. / Bock Beer Season Has Opened in Wyandotte.

The bock beer season opened in Wyandotte Friday night. At about 10:30, while Joseph Hoersch, William Gordon, E. Walter Murphy, Tony Roehrig, John Marx and George Melody were on their way home, they allege they saw the much talked of airship. They could see a dark mass making its way slowly toward Canada. They could, however plainly distinguish lights of green, red and blue, and occasionally could hear a sputtering sound the same as given out by an electric machine.

Apr. 18, p. 2: An American citizen has not the same right to see airships that he has to see pink-winged elephants and man-eating cockroaches.

Apr. 26 p. 2: Venus Out Late (Chicago Record story).

1897 April 19 (Mon) Flint (Mich) Daily News, p. 3.

ARE ADRIPT IN THE AIR. / Air Ship Sailors in a Pretty Plight. / Davison Comes to the Front With the Latest Bit of News About the Strange Aerial Craft.

Davison, April 19.--Great excitement was caused here last night by the appearance at 10:30 of a strange light directly north of Davison sailing through the air. As it came nearer it was discovered to be an air ship. It made a whizzing sound as it passed through the air and it looked about 30 feet long, turning toward the southwest after it left Davison.

After it had gone a few minutes the watchers saw a piece of paper floating down and upon getting it found the following written upon it: ~~Text~~ "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."

This story can be vouched for by such reliable men as James Styke, Proprietor of the Hamilton Hotel; John Whipple, owner of the Davison pump factory; Henry Sickle, owner of the Central drug store, and Harry Daniel, owner of the Davison wholesale clothing house.

1897 April 19 (Mon) Port Huron, Mich, Daily Times, p. 5.

THE AIRSHIP / Ed J. Kendall Discovered It on Saturday Night--Notified the Whole Town.

The Sunday Free Press published a long account of an airship passing over Port Huron Saturday night. According to the Free Press thousands of people held their breath and gazed at the aerial monster. It is said that Ed. J. Kendall was the first to discover it. He got out his marine glasses and found that it was over 800 feet long. He could distinctly see an army of men moving around on the deck. Mr. Kendall rushed to the telephone and notified nearly every member of the Bell telephone exchange that the monster was coming from the west and passing in a zig zag course. Col. Peter Neasley could distinctly recognize the members of the Michigan legislature aboard. As the ship passed over The Harrington, Clerk Chas. Baad, who was on the roof, watching, discovered Representative Green in the bow. Baad says Green threw overboard a note, which read "Just tell them that you saw me on the airship. Give my love to Doc McGregor and Henry Rose." The ship then passed into Canada.

It was a great night for soda water or something stronger.

1897 April 19 (Mon.) Saginaw Globe (eve), p. 2.

Michigan News

Some citizens of Three Rivers are positive the airship passed over that place Saturday night.

Wed. Apr. 14, p. 2. Mich. News.

The airship has been plainly seen by several reliable citizens of Benton Harbor and St. Joseph, who declare that there is no fake about it. It was seen about 8 o'clock Monday night with blue, red and green lights, and was moving rapidly in a northwesterly direction. The outlines could not be discerned, owing to the lights it bore and its great altitude over Lake Michigan.

Fri. April 16, p. 4. Saw the "Airship." / Unsubstantiated Statement of Two Bay City Men.

Two residents of Bay city claim that they saw the mysterious "airship" floating over that city at an early hour this morning. They were about two miles from the city when the celestial visitor went sailing across the sky. So far as is known no one in Saginaw saw the ship and the Bay City men may have drawn largely upon their imagination.

19.2. If that mysterious arap does't come down to earth pretty soon the whole western country will be afflicted with one gigantic crack in the neck.

21.2. It is evident that the airship is not an American vessel of war. It positively refuses to strike solid ground. (ref. to several naval vessels having run aground recently)

23.3. Mich News. One of the numerous "araps" which have been seen in Mich. descended to the earth near Allegan, and closer investigation showed it to be a large kite with three Japanese lanterns attached.

23.2. What will the Saginaw council do when serial navigation becomes a certainty and there are no street railway franchises to wrangle over?

26.2. Future historians should keep in mind the fact that the arap is always seen on Sat. night, when a large portion of the population are in a proper mood to see strange things.

27.2. There are some who believe that thing up in the air may be Coxey's party, which got off the earth as soon as the grass began to sprout.

1897 April 19 (Mon) Saginaw D(Mich) Globe, p. 4.

THAT AIRSHIP AGAIN. / James G. Macpherson, the Lumberman, Claims to Have Seen It.

James G. Macpherson, while coming to Saginaw from Duluth last Wednesday night, says he saw the mysterious airship which has caused so much excitement throughout the country during the past few days and was reported to have passed over Saginaw. He related his experience to the Globe this morning saying that the train stopped for supper at Spooner, Wis., while partaking of supper some one came rushing into the dining car and announced that the airship was in sight. He went outside and beheld the wonderful phenomena with his own eyes. He says he was amazed at the spectacle and is sure that with the aid of a good field glass he could have distinguished the outlines of the ~~air~~ ~~ship~~ machine without difficulty. He said a colored light appeared ~~to~~ to him just as has been reported. It had a ruddy glow, as if made with oil or gas. When he first saw it he says it seemed fully 10 miles away, but after waiting about 15 minutes it approached to a distance of apparently half a mile, when it seemed suddenly to dip and then resume its course.

Prof. John Fiske of Cambridge, Mass., the well-known scientific writer and author of "The American Revolution" and other works, was on the train and said it was not a star. Some one appealed to Prof. Fiske and told him that if they went home and said that they had seen the airship they would be accused of having been drinking. He said that if they needed any substantiation to have the inquiries directed to him.

1897 April 20 (Tues) Detroit Evening News, p. 4

Queer Things.

Saline--Credulous denizens claim to have seen the airship in broad daylight. There was a dark object in the air, there was an explosion, and the ship was seen moving toward the west in the face of a strong wind.

Wed. April 21 p. 1--Is This the Airship?

ALLEGAN, Mich., April 21.--G. L. Huntley, living one mile south, found in his yard a large kite with three lanterns attached. The kite was inscribed: "Airship from Tennessee."

1897 April 20 (Tues) Detroit Free Press, p. 3.

Beats Any Fish Story. / Saline Claims to Have Seen the Air Ship in Day Time.

Saline, Mich., April 19.--(Special.)--The residents of this village were startled this afternoon by a severe explosion coming apparently from mid-air. Several persons working a short way north of town were attracted by the noise and say they made out a large dark object high in the air moving rapidly to the west against a strong wind. All agree that we had a visit from the air ship.

1897 April 20 (Th.) Marquette, Mich., Daily Advocate, p. 1.

Was It an Air Ship?

Residents on the north side felt very confident at an early hour this morning that the air ship had at last reached this place. One observer of the strange machine stated that at first glance it appeared as if the machine was making desperate attempts to rise from the earth, but could not on account of some accident to its mechanism. In the dim, frosty air the operator seemed like a giant in proportions with long spider-like legs. Later reports are to the effect that a certain Fifth Avenue man arose at 3 a.m. and began his first lessons at riding a wheel, and it may be that his erratic motions may have given rise to the sensational reports quoted above.

1897 April 20 (Tues) Muskegon (Mich) Daily Chronicle, p. 2.

THAT RAPID AIRSHIP. / Now the Citizens of Grant, Newaygo County, Claim to Have Spied It.

Baily, April 19.--The people of Grant station say they saw the famous airship pass over the town Saturday evening. It was just ahead of the northbound evening train, so it was supposed the airship was racing with the train. It was seen by many citizens of that place. It was supposed to have been nearly one mile from the earth and the length was about 200 feet. You have this as cheap as we got it.

22 Evanston, Ill. # kite flyer trying to send messages by kxxx kite --releases kites in Mich.
29 They want to soar.

April 7 p. 4 Around the State.

At Lee between 10 and 11 o'clock the other night a bright light was seen emerging from the river. On the first sight it was thought to be a lantern, but further investigation proved it to be about as large as a large hen's egg, floating through the air about ten feet from the ground, with whizzing sound and zigzag motion. It soon disappeared.

10 Chicago arsp is AO / Mirage at New Haven

14 The sea serp is fairly turning green with envy over the notoriety being enjoyed just now by it rival the airship

Social events: It's about time Musk. was discovering that air ship. Other cities have had wonderful success in that line.

16 That ar sp, being a modern invention, will (probably) stop at the most modern xxx drug store--Union Pharmacy.

Too many people have been seeing airships lately. There is reason to believe that the air is mostly in the yarns told and the ship floating nebulously in the imagination of the narrators. People see xxx such things best through inverted glasses from which red liquor has been carefully drained. The arsp is evidently belated and should have appeared April 1.

Local Events: Have you seen the arsp?

19 Local Events: Too many arsp nowadays

Schooner pushed by fast winds moved like arsp

1897 April 21 (Wed) Saginaw Courier-Herald, p.5. (card 1)

THAT AIR SHIP AGAIN. / Saginaw Has an Attraction for the Terrestrial Traveler.

Several parties claim to have seen the much talked of air ship, which they say passed over this city Monday evening between 8 and 9 o'clock, moving rapidly in a northerly direction. Two ladies claim to have witnessed the xxx phenomenon, as well as several young men who are of strictly temperate habits.

In connection with the air ship stories coming from all parts of the country, the story of the reception of a terrestrial air ship on its first visit to Mars, as reported in the "Mars Gazette," may prove of interest:

"Since the occurrence of the memorable Marsquake in the year 17897 we have not been called upon to record such startling and exciting news as that which appears in our columns today. Yesterday afternoon we dispatched our reporter to write up the 936th annual jag festival of the Jupiter Pluvius Association for the Advancement of Martian Incomes, which was being held at Big Dipper grove. Shortly after his arrival & upon the scene, the innocent garbols of the participants were interrupted by a fearful and wonderful portent in the heavens. A strange and enormous body came sailing through the circumambient ether, and finally lit upon the summit of Mount Lucullus. The erstwhile gay and merry picnickers fled in great trepidation, but a few, among them our fearless reporter, were transfixed with surprise and beheld the most wonderful sight ever seen in Mars. From this oblong phenomenon emerged a singular being, god or devil, the inhabitant of another world. He was totally unlike the people of our planet in appearance, figure and dress. Strange to say, his massive head was firmly fixed between his shoulders, hair grew under his nose, as well as upon the top of his head. His clothing, especially that which encased his nether limbs, was of exceeding noisiness, and served to explain the whirring sounds which were heard before this wonderful

being was visible to the eye. His height was prodigious and his speech resounding and unintelligible. To add to this fearful and terrific appearance he held in his cavernous mouth a large brown stick which was actually on fire, emitting at intervals clouds of dense smoke. To those who were too frightened to twirl away he made signs of peace, and by means of an enormous searchlight upon the prow of his strange airship and with his forefinger pointed to the distinct earth glimmering in the realms of space. Then it dawned upon the minds of the people that this strange being had journeyed nitherward from that far away sphere, whereat they buzzed in amazement and invited him to alight, and when they had timidly thouched him without harm to themselves, lead the way to the palace of his most malignant martian majesty, King Flammarion, the supreme and mighty ruler of the Red Planet. When the court attendants saw him some incontinently fled and others toppled over with fear. But the king called about him the wise men, the seers, and seersuckers and said unto them: "Turn the current of your think spots, get a move on, your abbreviated intelled and tell me whence came this strange and elongated being and for what purpose, and see to it that you anger him not, for if he exile you from above I opine your shoelets will be filled with a choice secretion of much mixed Martian anatomy." Then the wise men conversed with the stranger by signs and sounds until they could understand his speech, which, being freely interpreted, was as follows: 'O most rotund and many articulated monarch, I am a physician from a far away world. C.B. Hustler, M.D., is my name, which in your language may be interpreted, 'Get there.' At the peril of my life I have visited all the physicians on earth, and, having made converts of them, am now prepared to do business at a new stand. I observe that some of your courtiers are fearful and afraid of me. Convey to them the assurance of my most distinguished consideration and tell them I am as harmless and innocuous as the gay and gladsome trooley car. I am a social and convivial being, and after business hours will introduce you to the festive Manhattan cocktail, the jovial gin rickry and the gay and gregarious sherry cobbler. In the meantime kindly permit me to lightly share your bill of fare, for verily have I eaten nothing for many how save what I unconsciously absorbed while coming through the risky way. After I have suitably decorated(?) my department of the interior we will proceed to get more intimately acquainted.' After this remarkable speech the King Flammarion had food placed before the stranger-- sea water soup, toads eyes with truffles, snails eggs with bilfe water sauce, bee stingers rolled in sawdust, and other epicurian delicacies-- eyeing which, the man from the earth sipped and sadly shook his head. April 16, p.3. Battle Creekites have again been gulled by a toy balloon.

17,3. It being cloudy, the airship was invisible last night.

20,3. An exchange claims that the airship of which so much has been heard lately, turns out to be an ingenious contrivance many tires duplicate, from Colorado to Michigan to advertise certain brands of cigarettes and wines. It is really a toy balloon, carrying a papier mache car shaped like a cigar, from which the lights which have attracted so much attention are suspended.

1897 April 22 (Th) (Benton Harbor, Mich) Evening News, pt.2,p.1 (CO

AIR SHIP. / Sailed Over This City Last Night. / Seen by Hundreds of Excited People. / A Kite, a Lantern and Naughty Boys.

Residents of the southern part of the city to the number of several hundred saw the air ship last night. They were sure of it and there could be no mistake about it at all.

Immediately over the city about 8:30 o'clock a light was noticed high in the heavens not high enough to look like a star and appearing very much like a comet save that it lacked the comet's fiery tail. The wonder moved northward and then suddenly in a zigzag style it wandered back to the place where it first appeared.

People who had laughed at the story of the air ship and xxx clas ed its visions in the same category with sea serpent appearances now believed that the air ship was a reality and that with their own eyes they had seen the wonder of the closing hours of the century.

For half an hour the mysterious appearance kept the anxious watch company and then came the denouement which but few witnessed.

In a dooryard on Bishop avenue were a company of young ladies and gentlemen whose sides were splitting with their fun.

It was a large kit, four feet high, made of flour sacks and sticks of wood. The kite had a long tail and to it was attached a lantern, a common, everyday white globe lantern which looked like an air ship when 400 or 500 feet above the earth.

The kite was made by Lew Stretch and Bert [Parsall] and it was a success as an airship. /

Among those who today reported at The News office thrilling stories of the maneuvers of last night's "air ship" was G.R. Goodsell. He was very much excited and declared that hundreds of his neighbors had seen the marvelous machine.

"It wasn't a star," declared Mr. Goodsell. "It must have been a genuine air ship. We watched it for three quarters of an hour and it was still cavorting about in the heavens when we went to bed."

"How high in the heavens did it appear to be, Mr. Goodsell," was asked.

"Oh I don't know. That's a hard question to answer. We could see the light plainly. It was a red light and once in a while sparks from it would descend. It moved in a circle and made three or four circuits while we watched it. It soared around like a great bird and some of us thought we could see the form of the machine which resembled very much the shape of a cigar. It was a wonderful sight and I am glad I saw it. It couldn't have been a great way off because we could see the lights flicker in the wind.

"Oh yes, it was an air ship all right. What else could it have been. I wish some of these people who laugh at the airship stories could have seen it. We're going to watch for it again tonight. There will be a crowd to see it. Everybody whom I have told about it are excited and they want to get a glimpse of it."

There were many other thrilling stories told about the appearance of the air ship and all the accounts slightly differed. St. Joseph people enjoyed a glimpse of the wonder.

Pics: As Seen By a St. Joseph Man Who Returned Home At 1 A.M. (Jug). The Air Ship As She Was (kite w. lantern) The Air Ship As Seen By Mr. Goodsell. People Watching the Aerial Wonder. 1897 April 22 (Th) Saginaw Courier-Herald, p. 6. (card 1)

'TWAS HERE. / Mysterious Airship Said to Have Been Here Friday Night. / Coaled Up at the Minc. / A Charming Widow Lady is the Campaigner-- Engineer and Fireman Her Only Crew. /

Lumberman Quinnin sat awaiting his chance in Snyder's tonsorial 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 employe 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 xxam 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 15 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 but two stops—one in the Pennsylvania xxax 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 with xxax. She endeavored to get sufficiently near the ship to see the xxax 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 sailor's 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 beside 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 engine 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.

1897 April 23 (Fri) Bay City, Mich., Times-Press, p. 2.

THAT AIRSHIP.

Dr. Mitchell, a colored evangelist of Chicago, has solved the airship problem to his own satisfaction at least. He says:

"No sir! that ain't no airship. It's Jesus Christ coming in the clouds, as the bible says, to take possession of this world. The Savior's feet will first touch the ground at Jerusalem, on the top of the Mount of Olives. The earth will smoke; the Mount of Olives will split open; and a great river will flow from it to the Mediterranean sea, making Jerusalem the principal seaport of the world. Just when this will happen I cannot say; but it will be in either three weeks, three months, or three years; for I was shown in the

spirit three white horses, which signified the time. It will probably be three years, for there are to be several great wars before the time. Then, Christ is coming to bring peace to the nations of the earth, and to reign a thousand years."

1897 April 23 (Fri) Evening Press, Grand Rapids, Mich., p. 3.

Stories of the State.

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 war and found a steel trap in the entrance of a skunk's dwelling place. 1897 April 23 (Fri morn) Daily Mining Journal (Marquette, Mich), p. 8.

AIR SHIP PASSED OVER. / Strange Craft Goes Through the Air Laboring in the Evening Gale. / ITS LIGHT AND BODY SEEN BY FIFTY PEOPLE. / Inter-xxax Account of Upper Peninsula .../ FIFTY PEOPLE SAW IT PLAINLY. Marquette has been visited by the airship.

It passed over the city at a quarter to nine last night, running northeast before a gale of wind which was blowing at the time. The ship was seen by at least fifty persons, part of whom were on Lake street and part on Washington. None of them estimate its speed at less than sixty miles an hour, and some of them insist it was travelling double that rate.

Those who saw it saw not only the light but also the outline of a black body. It showed only one light, a large white one in the bow. Reports from other places where it has been almost all say that it displayed three lights, one white, and the others red and green. It crossed over the bay and over the lighthouse, going in that direction till it disappeared from view. It was evidently laboring heavily in the gale, as it would shoot along almost on a level, then dive like a kite which was short of tail.

A lesser number of people report that half an hour later it was seen over the lake going east.

1897 April 24 (Sat) Flint (Mich) Daily News, p. 3.

OUT IN BROAD DAYLIGHT / Dan Gray Has a New Story on the Airship. / He Offers in Evidence a Toronto Newspaper Which He Claims to Have Received From the Clouds. /

A report reached the city this morning to the effect that Dan Gray, who lives about three and a half miles east of the city on the Lapeer road, had seen the now celebrated but rather mythical airship in broad daylight about noon yesterday. A News representative drove out to the Gray place this afternoon and upon interviewing Mr. Gray found that the story attributed to him had some foundation. He said he was at work in a field near his house xxax yesterday about the noon hour when he heard a whizzing sound overhead and looking up dialy saw or thought he saw something dart with the swiftness of an express train across an opening in the clouds. A moment later he saw a paper fluttering earthward, and on going to the spot where it alighted and picking it up he found it to be a copy of a Toronto (Canada) newspaper bearing the date of October 5, 1896. He saw nothing further of the strange aerial visitor, but he has the newspaper which he says he received from the clouds to offer as evidence that his remarkable experience was not all a dream.

1897 April 24 (Sat) Daily Mining Journal (Marquette, Mich), p. 8.

Fooled by a Reflection. Tom Broderick scouts the idea that there is such a thing as an air ship, or that if there is one it was seen passing over here Thursday night, as reported by several persons who claim to have seen it. Tom has an explanation of what they saw which, if true, clears up the mystery and puts the laugh on the persons who thought they had seen the aerial craft. He says that there are red, white and green lights on the new railroad's ore dock at the mouth of Dead river, and when the atmospheric conditions are right these are reflected on the clouds above. The conditions were favorable Thursday night, he claims, and the reflection of these lights was what the "rubbernecks" saw and took to be the lights of the wandering air ship. Tom further asserts that there are several persons living out that way who have frequently noticed these lights so reflected on the clouds but they never were fooled into believing that they were the fore and aft lights of an air ship. There are no saloons out there. Another and perhaps more plausible theory which is advanced is that the air ship was nothing more or less than a large box kite, of which several are owned in the city. Kites of this character are speedy flyers and quite strong enough to carry a light that would be plainly seen while passing a few hundred feet above the city. The Mining Journal has a pretty straight tip that a box kite was run up night before last from Burt's peak. It carried a railroad torch. 1897 April 24 (Sat) Saginaw Evening News, p. 2.

THAT AIR SHIP. / The Star Alpha Orion Causes Excitement Among Saginawians.

Officer Murphy was walking along Germania avenue last night about 7:45 o'clock, when he observed something in the northwestern portions of the heavens that excited his curiosity and which he made up his mind was the much talked of airship. He set H.E. C

him, calling out at the same time to several other firemen, "Come on, all ye unbelievers, and see the only and genuine airship." It was not long before groups collected at different corners and many eyes were focused on the mysterious object in the sky, which was causing so much speculation.

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1897 April 24 (Sat) Saginaw Evening News, p. 2.

Mr. McHally said to a News reporter this morning that it looked like a brilliant electric light with a somewhat flickering motion, and he soon made up his mind that it was a star, only something out of the ordinary size, as far as his observation went. Many were inclined to think that it was the veritable airship, but as a matter of fact it is likely that the light was the star Alpha Orionis or Betelgeuse, which had not been observed since its appearance before on account of the cloudy sky. The star is the largest in the constellation Orion and is now slowly sloping toward the west. Prof. Corrigan, of St. Paul, attributes to this star the many reports about the airship. It moves at an apparently rapid rate of speed and with its three stars in line has a peculiar appearance.

1897 April 24 (Sat) Saginaw Courier Herald, p. 5.

THE AIRSHIP CRAZE. / Hundreds Witness a Strange Light in the Heavens. / AN ALLEGED CELESTIAL VISITANT / Explained as Nothing But the Star Alpha Orionis, Said to Have Been in Business for 10,000,000 Years. / ~~At~~ About 8 o'clock last evening a great commotion was caused on the streets by the announcement that the air ship was again visible and hundreds hurried to the open air to get a glimpse of the strange object which has caused so much discussion within the past few weeks. The thing which attracted the gaze of the curious was not an air ship, but only a bright light in the sky, that twinkled like an immense star, and seemed to have an unsteady, flickering motion as it pursued its weird way through the infinite space of the heavens.

Among those who first noticed the light was H.E. McHally, of house No. 3, and he gives a very accurate description of the mysterious visitor. It appeared first in the zenith of the heavens, and gradually passed towards the southwest, growing dimmer all the time until finally it faded away. It resembled a star, except that it was much larger and brighter than any ordinary star. It seemed to be moving at an unusually fast rate, and was watched by a large number of people, who made all sorts of guesses as to its nature.

It is probable that the light was nothing else than the star Alpha Orionis or Betelgeuse. This star is visible every evening in the western horizon, moving at an apparently remarkable rate of speed, and finally disappearing in the murky atmosphere of the horizon. Professor S.J. Corrigan, of St. Paul, was one of the first to attribute to this star the many reports about the air ship.

"The star that has caused all this talk is always seen in the present position at this time of the year," he says. "It is the largest star in the constellation of Orion—the mighty hunter' of mythology—the constellation which with its three stars in line forming the 'belt,' and three others making the 'sword,' is every evening to be seen slowly sloping down to the west," as described in 'Locksley Hall.' Every schoolboy knows that astronomers name the stars in a constellation in their order of brightness by the letters of the Greek alphabet—Alpha, Beta, Gamma, etc. The brightest star in Orion which on the sidereal maps is placed in the shoulder of the 'mighty hunter,' is therefore, called Alpha Orion, or when Latinized, Alpha Orionis. The name given it by Oriental astronomers is 'Betelgeuse.' Orion has ~~another~~ another star of the first magnitude, Beta Orionis, or Rigel, which is in his foot.

"The apparently wavering or dancing motion of Betelgeuse is peculiar to all stars in similar positions in the sky, and is caused by the irregular refraction of the rays of light, and is only an optical illusion. It is ridiculous to suppose that there is really such a motion of the star. The change of colors is also due solely to atmospheric influences. People have noticed these things for all time, but only the ignorant have ever been disturbed by them, and it is singular that they are not better and more generally understood at this day.

1897 April 24 (Sat. eve.) Saginaw Globe, p. 6.

WATCHING AN "AIRSHIP." / Interested Crowds Gaze Upon a Bright Twinkling Star.

A large number of people saw, or thought they saw, the mysterious "airship" last evening. Away off in the southwestern sky was a light that twinkled in the hazy atmosphere. Germania avenue and Franklin. Some one saw it and imagined that it moved. A crowd gathered at the corner of Germania avenue and Franklin street and sized it up. Many were certain they saw the light move and it twinkled peculiarly as the smoke from the street railway tower house floated in between it and the ~~many~~ beholders. One old gentleman on Park street detected red and green lights and became considerably exercised over the affair. But it was only a star and acted no differently than a one a few degrees further up in the sky.

Wed. Apr. 21, 8. Saw a Red Light. / But It Was Not the Airship and Quickly Disappeared.

A prominent west side merchant repeated to the Globe the following story and sequel: "I went to the club a few nights ago and while awaiting the arrival of some friends with whom I had an appointment, was drawn into a game of pool. My friends arriving meanwhile, started a game of pool at the next table and I took a cue in that game also, playing in the two games alternately. This got me very much excited and as I left the club to go home, I saw a red light ahead of me which I was ~~unable~~ unable to overtake. I thought of the airship and tried to dispel the vision, but only succeeded when I closed my eyes for a moment. On opening them again there would be that fatal red light. As I opened my front door ~~and~~ it proceeded me into the house, I got desperate and espied a bottle of beer. When I had drunk the last drop, presto, the red light had gone. I advise any who wish to avoid seeing airships, red and green lights and other things to drink one bottle of beer—no more."

1897 April 25 (Sun) Detroit Free Press, p. 3.

Still They Come. / Farmer Vows He Saw the Airship in Daytime.

Flint, Mich., April 24—(Special)—News reached here this morning that the much-talked-of airship was hovering between the earth and about three miles east of this city, in the township of Burton, and that farmers had caught a glimpse of the phantom ship. A Free Press correspondent at once began a tour of investigation and reached the residence of Daniel Gray, who resides upon the King farm on the Lapeer road, in the township of Burton about three miles east of the city. Here a clew was struck which threw some light upon the much-talked-of but rather mythical air ship. To the correspondent Farmer Gray related that yesterday and while working in the field, he heard a terrible rumbling and whirring sound directly over his head. He looked up and saw a dark object flying through the air with lightning-like rapidity. For a moment he was dazed, but when he again looked up the ghost-like object had passed beyond his vision, but he saw a paper flying to the earth which he immediately picked up, and upon investigation it proved to be a newspaper published at Toronto, Canada, bearing date October 5, 1896. The newspaper in question was shown and examined by your correspondent. The paper was dry and well preserved, and suffered little, if any, injury in its flight from the heavens. The fine state of preservation of the newspaper taken in connection with other facts in the story would indicate that Mr. Gray was not dreaming when he heard the rumbling noise.

1897 April 26 (Mon) Flint (Mich) Daily News, p. 3.

STICKS TO HIS AIRSHIP STORY / A Correspondent Who Declines to Be Bluffed Out by Newspaper Criticism.

Editor News:—As I believe that I have been maliciously and ungenerously abused and my spotless character damaged by the articles appearing in the two Davison papers last Friday, I beg a little space in your paper to set myself aright again before a deceived public. It seems that they both doubt my articles about the airship simply because they are not acquainted with the referees given and because they did not see it. I see that the index man calls me such hard names that he can't spell them right. Now, I can excuse them for not being up at 10:30 p.m., because I expect they both fill the offices of editor, typesetter, reporter, devil, generalissimo, chore boy, correspondent, etc., and of course need rest. But perhaps they thought there was not wind enough abroad to float an airship after they had retired; well, it is true it did have to fall back on the small supply of nature as to the people mentioned, they probably think that simply because they don't advertise in their papers that there are no such men living but there are; they live on Liberty street. Besides, Mr. Editor, if I should want to lower myself so low as to lie I believe there are more than two licenses out to lie. Now, I suppose our Davison editors will think that the name signed to this article is fictitious, but they mustn't think that they know everone, even if they do think they have a monopoly of the wind and wisdom of Davison.

JACKSON HANLEY.

Davison, April 26, 1897.

1897 April 27 (Tues) Daily Chronicle, Marshall, Mich., p. 3.

Two Marshall ladies claim to have seen the airship the other night. The airship which residents of Lacey claimed to have seen turned out to be a cross-cut saw suspended from an apple tree in an orchard, with the moon shining on it.

15,3. Of course the arsp is a Battle Creek invention, at least so claims the Moon. May 1, p.3. Homerites are taking on airs because not one of them have seen the airship—an argument, they contend, in favor of their temperance proclivities.

May 4, p. 3. Mars is trying to communicate—a 30 lb. aerolite with hieroglyphs fell in Belgium and flash lights have been seen on planet.

April 13, p.3. Brevities / Battle Creek people are the nerviest set on the face of the earth. Their assertion that they have seen the airship proves the truth of this statement. Their claim might appear more reasonable were it not that yesterday's paper exposed the fake [Hawkeye fake, Apr. 12, p.1], and furthermore were an airship gyrating around in the vicinity of Battle Creek, it goes without saying that the people of that aspiring burg would have lassoed it without hesitation, and had it on exhibition long before now, for the purposes of attracting admiring crowds from the surrounding country.

1897 April 28 (Wed. eve) Flint, Mich., Daily News, p. 2.

The Airship at Geneseville (Around the State).

A gentleman who came down from Geneseville this morning reported that that phantom of aerial navigation, the airship, had been seen at that place last night. Several persons claim to have seen the ship and say it displayed three different colors of light—red, blue and green. It first appeared in the west and after sailing some distance to the south retraced its course and then went up out of sight. As having a possible bearing upon the credibility of the witnesses to the alleged spectacle, the fact might incidentally be mentioned that Geneseville is strictly a prohibition town.

28, p.3—While the Airship / is sailing round and about us we are doing the same thing—at least our wagons are—gathering laundry from all parts of the city, and it's no myth, either. We mean the laundry work. Home Steam Laundry ad.

Airship Seen at Sidnaw.

A correspondent at Sidnaw, "who will not subscribe his name for fear people will say he had taken a glass too much," sends a story of the airship which he claims to have seen on the night of the 26th. According to his account he had a better view than most of those who claim to have seen the strange craft have been favored with. He says "Last night (Monday) I was taking a short walk before retiring for the night. As a rule I am a person who retires early, but this night I happened to be out late. It was about 11 o'clock.

"I happened to cast my eyes upward, and to my astonishment I saw three large lights, red, green and white. When I first noticed the strange object it seemed to be about over Booth's mill, and was sailing in a southeasterly direction. It was going, perhaps, sixty miles an hour. I was near the Nester estate warehouse at the time, and before I could get up town and call the attention of anyone else to the sight the ship had disappeared from view.

"It was a bright night, and I could plainly discern a cigar shaped object and a basket below, somewhat resembling a street car. I should judge it was ~~xxx~~ about 2,000 feet from the ground."

1897 May 1 (Sat) Detroit Free Press, p. 3

State Items

The airship, balloon or whatever it is was seen by two residents of Dayton, Tuscola County, at 2 o'clock Thursday morning as they were returning home from sitting up with a sick neighbor. They said the object which they saw looked like a big cigar with a basket hanging under it. There were lights around the basket, and the forms of three persons were distinctly seen. The airship was traveling southward at a rapid rate.

Mon. May 3, p. 3--State Items.

It can be said to the credit of Stanton that none of the citizens have seen the wonderful airship that has been the subject of so many newspaper dispatches of late. * Stanton is certainly gaining a reputation as a temperance town.--Stanton Clipper. May 3, p. 4--A 3-days' rain is not without its compensations. During the downpour nobody claims to have seen the airship. 7,7--Barnard; ditto 15, 1

Sun. May 9, p. 1xx 16(eds)--The mounted policeman in Omaha who chased a girl scorcher [bicycle speedster] without success, came back to headquarters and reported that he was mistaken. Said it was an air ship that he saw.

Sun May 9 p. 32--Beautiful Mirage. / Nature's Treat to Citizens of Petoskey.

Petoskey, Mich., May 8.--(Special.)--Petoskey witnessed this afternoon the most beautiful mirage ever seen in this region and the first for many years. Beaver Islands, forty miles distant, and Seven Mile Point, about fifteen miles away, hung suspended over the bay between here and Harbor Springs for several minutes, then gradually faded away, being visible in part for more than an hour. The day has been warm.

15, 4--The Nashville airship is all right if you don't mind walking back. 1897 May 1 (Sat) Flint, Mich., Daily News, p. 3.

Fragments of Flint--The airship, balloon or whatever it is, was seen by two residents of Dayton, Tuscola county, at 2 o'clock Thursday morning as they were returning home from sitting up with a sick neighbor. They said the object which they saw looked like a big cigar with a basket hanging under it. There were lights around the basket and the forms of three persons were distinctly seen. The airship was traveling southward at a rapid rate.

May 5 p. 4--Edison debunks arap.

Tues May 11 p. 3--The Airship in Flint. / One of Flint's prominent citizens is willing to make affidavit that while on his way home last evening about 9:30 he saw the much-talked-of airship, in which were seated three men smoking Royal Banker 5c cigars made by Chaser, Street and Co.

ILLINOIS

April 6, 1897 Chicago Record (Wed.), p. 1

Airship Gets into Illinois.

Nashville Citizens See a Strange Sight at 8 O'Clock at Night. / Special to the Chicago Record.

Nashville, Illinois, April 5.--What appeared to be a balloon, but what ~~xxx~~ ~~xxxx~~ many who saw it think was the mysterious airship of Kansas and Nebraska, passed over this city about 8 o'clock to-night. It was first seen in the northwest, a large red light, and as it approached the city a dark outline was faintly discerned. The fact that the object travelled against the wind is considered proof that it was not a balloon.

1897 April 7 (Wed) Chicago Record p. 3.

(card 1)

Airship Visits Omaha / People Have a Good View of It / Knights of Ak-Sar-Ben Suspend an Initiation Long Enough to Make Out the Form of the Flying Machine--Seen by Street-Car Men.

Omaha, Neb., April 6.--The supposed airship that has visited this section repeatedly of late was seen here again last night. It was the first time the outlines of the vessel could be clearly seen. It was gazed upon for a long time in various parts of the city by crowds. The people are much excited and the airship is the leading topic of conver-

sation. A list of 100 names of prominent persons who saw the vessel might be secured. Among those who saw it and permitted the use of their names as witnesses were these business men: O.D. Kiplinger, W.I. Hawks, H.K. Burkett, A. Hoase, Jr., Gould Dietz, L.P. Funkhauser and Arthur Guion [Guion?].

About fifty members of the Knights of Ak-Sar-Ben were treated to a sight of the airship, the aerial object being observed twice and each time for a space of from five to eight minutes.

About 9 o'clock, while an initiation was in progress, the attention of a few members was attracted by a bright light flashing past the west windows of the "den." They immediately sprang to the window and saw a light which ~~xxxxxxx~~ appeared to be at least eighteen inches in diameter. The reflection from this light passed along what appeared to be a steel body, the length of which was estimated at from twelve to thirty feet. The object was about three quarters of a mile high and a little over a mile west of the "den."

Watch the Flying Machine.

The airship was watched for some five or six minutes. Its course was due south until it reached, so near as could be judged, about the southern limits of South Omaha, the distance from the "den" being covered in about three minutes. It then described a semi-circle to the east, following that direction for about a mile, when it turned to the north, against the northeast wind, and travelled in that direction about half a mile. It then turned east, and was lost behind a bank of clouds.

The knights returned to the "den," and after the initiation, while waiting for cars, the airship was again seen far to the southwest, but beating rapidly up against the wind to the north and passed out of sight.

Scores of people who were out at 9:30 o'clock assert positively that they saw the mechanical bird as it floated over the city in a direction from northeast to southwest.

Describes the Strange Object.

A motorman on the Sherman avenue streetcar line gives the best description of the ship. His name is W.H. Newville, and his words are verified by a dozen people who were aboard the car. He got his first view of the curiosity near Sherman avenue and Binney street. He was so surprised that he stopped his motor and rang his bell for the conductor to come forward. They both stood on the front platform, and assert that they secured a good view of the airship.

According to the motorman's description, the ship was about 600 feet in the air, and was almost directly over the car when he first saw it. It appeared in the gloom to be about 90 feet in length, and was elliptical in form. Forward and aft on the sides were large projections which seemed to be large wings, and at the forward end there was a bright headlight. At the rear was carried a red lantern. The ship, for a few seconds, appeared to slow down, and was almost stationary in the air, and then, gathering speed once more, sailed away. It disappeared in the direction of Hanawa.

A number of people in the downtown streets aver that they also saw the ship. All descriptions of the ship tally in regard to the lights, for all who were fortunate enough to get a glimpse of the "thing" which is causing so much conjecture say that it carried two of them, and that they were red and white.

Seen at Kearney, Neb. / Special to Chi. Record.

Kearney, Neb., April 6.--The airship that has been seen recently in Kansas hovered over western Nebraska several weeks ago and was seen at Hastings, Grand Island, York, Quovale and Kearney by reputable citizens. At this place it was never seen excepting after night, and then nothing but a large, fierce light was ever seen. When visible it was always too far away to get any idea of its mechanism. Its motions, as described by those who saw it, were identical with the motions described by the Kansas dispatches. A great many people here who did not see it argued that those who had were deceived by the brilliant appearance of Venus. This, however, could hardly be, judging from the many accurate descriptions of the motion and movement of the strange light by many people who are not given to sensational stories.

April 9, 1897 Chicago Record (Fri.), p. 1.

Airship Appears in Iowa

Seen at Many Points Between West Liberty and Cedar Rapids. Special to the Chicago Record.

Burlington, Iowa, April 8.--The airship, which has frequently made its appearance in neighboring states, has been seen by hundreds of people in eastern Iowa to-night. Reports from all along the line of the Burlington, Cedar Rapids and Northern railroad say that the mysterious aerial craft has been seen by every operator and station agent between West Liberty and Cedar Rapids. They all describe it about the same way. A bright glaring headlight, revealing a glistening steel hull, dim winglike projections on either side and a hissing sound as it glides through the air. Excitement exists at all the above-mentioned points, and people crowd the streets of the towns and cities in hope of catching sight of the object.

Special to the Chicago Record.

Cedar Rapids, Iowa, April 8.--The airship was seen here to-night. It was first noticed about 9 o'clock, when it was seen in the north-west heavens at an angle of about forty-five degrees. It was moving slowly, and by 10 o'clock had faded from view. At 10:30 o'clock a dispatch from Northwood, in the extreme northern part of the state, said the mysterious ship was due west of there. Here it looked like an immense star, swaying from side to side.

1897 April 9 (Fri) Evening Telegraph (Dixon, Ill.), p. 4.

Mysterious Airship Is Said to Be Cruising Around.

The mysterious airship, which has been sighted at various points in Kansas and southern Nebraska during the past month, has been seen on numerous occasions within a week by a number of Belleville (Kans.)

people. More than fifty persons had a plain view of it the other night about 10 o'clock as it was going south and three or four more saw it the next morning at 5 o'clock as it was returning north. It has been seen on at least four successive nights, and so plainly that there can be no possible mistake. It was also seen at Lincoln and Beatrice, Mo., and at Marysville, Washington and Haddam, Kan., by several persons at each place. The airship seems to be under perfect control of the navigator--rising, lowering and changing direction and speed in prompt obedience to the steering gear. The ship has a brilliant electric headlight, which appears to be larger than the headlight of a locomotive, and by which the movement of the airship may be watched long after the ship is lost in darkness. The speed of the airship is estimated by those who have seen it to be from sixty to seventy-five miles an hour. On one occasion this week, when it passed over Belleville, it moved so close to the ground that the headlight made the city ~~xxxx~~ almost as light as day. The ship seemed to stop a few miles northeast of the city, remaining stationary for twenty or thirty minutes. Then it sailed up and down, north, south, east, west, now rapidly, now slowly, as if the navigator were testing the possibilities of his machine. It rose at one time far above some scattering clouds, and then sailed away to the north and was lost to view. At 2 o'clock in the morning it was seen going south again, and three hours later was seen on its way north.--Ex.

1897 April 9 (Fri) Arcus (Rock Island, Ill.), p. 5. (card 1)

SAW THE AIRSHIP. / Vision Presented to a Rock Island Star Gazer. / MYSTERIOUS TRAVELER PASSES / Reports from Other Places Where the "Mystery Body Was Discovered in Midair--A Chance for Vanquished Local Politicians.

The air ship has been seen in Rock Island. And a member of Andy Etzel's force of star gazers claims to have been the modern Christopher Columbus. The blue coat declares that while patrolling his beat in the east end of town last night, he heard a rattle in the atmosphere, and gazing skyward was astounded by the appearance of a swift moving mass that seemed to have an eye like a ball of fire. It was not more than half a mile overhead, the copper asserts, and was traveling north of east. It was in the early hours of morning, and its passage broke the still air of night like the distant whiz of an electric rotor car. There seemed to be a glittering steel hull, with dim wing-like projections on either side, and it swayed gently in its flight. The policeman did not speak to the strange traveler. He was too amazed to give utterance to sound, and before he fully realized what had happened he awoke to a realization of what had happened, or had not happened about him.

The Chicago papers of this morning contain dispatches from various cities in Iowa stating that the mysterious heavenly visitor was seen at different places in the eastern part of the state. Between 9 o'clock and midnight it seems to have followed the tracer of the main line of the Burlington, Cedar Rapids & Northern railroad from Burlington to West Liberty. At Cedar Rapids there appears to be apparently indisputable evidence of the ship having been observed. Reports from train dispatchers along the Northwestern road indicate that the celestial traveler had been visible at intervals along the company's line in northern and eastern Iowa, and those brought it back as far as West Liberty, when trace of it was lost about midnight. Still later, or rather at an early hour this morning, the ship is claimed to have been seen at Rockford--that was probably after the vision of the Rock Island policeman.

The flight of the air ship has been a subject of newspaper comment in the west for several weeks. First it was heard of in Nebraska, then at Sioux City and then further east in Iowa. At Grinnell a number of people were badly scared, and a man strolling in the railway waiting room will make out that he saw it. Then the next information came last night. Whether or not the ship will hover over Rock Island again with a view to catching the same policeman on the lookout remains to be seen--but the temptation is great.

Chance for Vanquished Politicians. The appearance of the air ship offers a chance for the vanquished republican politicians in Rock Island. They may induce the mysterious ethereal visitor to make a landing here on its next passage, and thus take them on such a voyage as would give their troubles ample opportunity to air. Ed Wilcox might vary the monotony of aerial travel by relating stirring war reminiscences: Billy Baker could sing "Up in a Balloon," John Scott, "The letter that Come too late," Dr. Holcomb might be induced to warble to the twinkling star about those being other nebulae on the sky, etc, while all might join in one swelling chorus, "Way Ah Boyah, but not Cool Eye," "Water Chief to the Ship, Boys," "Again We'll Gather Round the Corner," etc.

At all events we may expect a more steadfast lookout in Rock Island hereafter for "Sains that Pass in the Night."

April 10, 1897 Chicago Record (Sat.) p. 5 (Letters)

That Mysteri-ous Airship.--It was reported in a recent dispatch to a Chicago paper that the mysterious airship had been seen at this place by hundreds in the early evening of Saturday, April 3. I took it upon myself to hunt down the report, and for several days I have been busy in doing so; but I have not found a person who saw it or thought he saw it. I have not found a person who had seen another who claimed to have seen it or any mysterious object of any kind "hover in the air. This is a small town and such an occurrence could not be concealed from the general public, and it could not be concealed if it could. The excitement produced by the so-called airship was not a subject for the whole town; it is no doubt a "fake" from the beginning. It certainly is a fake as regards this place.

Rock Island, Illinois, April 6.

Weather in April 1897 in Chicago--often rainy, floods in the lake; dust, wind, often cold--highly variable spring.
April 10, 1897 Chicago Tribune (Sat.) pp. 1, 2 (card 1)

See Airship or a Star

Vagrant of the Night Sky Startles All but Prof. Hough. Appears All Along from Evanston to South Chicago--Some Observers Declare They See Wings--Astronomer Says It Is Alpha Orionis--Secretary of Aeronautical Association Says He Expected the Travellers from 'Frisco Sunday, but They're Ahead of Time.

Either the long-expected airship from the Pacific coast reached Chicago at 8:30 o'clock last evening or the fixed star, Alpha Orionis, shone with unusual brilliancy, which was augmented by the tricks of refraction. Hundreds of persons in Evanston, Niles Center, Schererville, South Chicago, and even in Chicago looked at the strange phenomenon off in the eastern sky and were convinced it was the storied vehicle of the heavens that has been worrying the inhabitants of Podunk and Squab Corners for a fortnight.

At 2 a.m. the ship, or star, or meteor, or what-not appeared over the western horizon, to spectators in Chicago looking out on Madison street, as of the size and color of an orange. It hung in the sky for a time, and bore more of the appearance of the full moon than a star. Its nature is somewhat of a mystery.

Prof. G. W. Hough of Dearborn Observatory, Evanston, was one person in the classic suburb who refused to be hypnotized by the spectacle. He persisted it was a plain star of the first magnitude, had been in the sky for some years, and carried none of the present population of San Francisco, as the "airship" is known to do.

Some of the Witnesses.

Thorne and Libberton of the Evanston life-saving crew and Captain Lawson and his wife stake their fortunes with the airship side of the proposition. J. W. Donnell, once president of the Chicago Aeronautical Society, a resident of Evanston, is with them. H. D. Wright, editor of the Index, is an airship partisan, and scoffs at the star in Orion. George D. Corson, H. P. Williams, L. J. Conkey, Robert Milne, Charles Burkett, and G. W. Hill, all of Evanston, are ready to testify that the spectacle was an airship.

In numbers they are weightier than Prof. Hough, but he turned a telescope on the heavenly visitor and they had only field glasses.

Various descriptions were given of the strange object that set the above citizens and nearly 800 others agape in Davis street, Evanston, but the descriptions agreed on points of major interest. The object described sweeping through the heavens bore vari-colored lights, according to all accounts. All declare the brightest light was white, and seemed to be backed by a reflector that could be turned, swinging its searchlight rays from side to side through the night air.

Behind this some discerned a small red light, which others failed to observe; but again all agreed that still farther behind the big white headlight could be seen a smaller white light and a green light, side by side, and Evanston is a prohibition town.

Position in Sky.

According to the reports from different points the course of the heavenly vagrant was erratic enough to satisfy the highest requirements of aerial navigation. At Evanston, the object was first observed in the east, over the lake and low in the sky. It came nearer and nearer, being watched in its flight by a small crowd that grew up to a multitude before the vision had disappeared. Evanston observers say the moving object seemed to be about 650 feet above the earth, and that it held a practical true course westward. It was during this period of its flight that the same phenomena were observed by residents in Niles Center and Schererville, though at a greater distance.

A little more than half an hour later similar lights were described over the lake, east of the city and bound southward, the red, or starboard, light being plainly seen.

Disappears Over South Chicago.

The latest glimpse of the traveler of the darkness was caught by South Chicagoans at about 9:30 o'clock, when numerous persons state they saw an object like that already described approach the land from out over the lake, and, after reaching a point some distance inland, turn slowly to the northwest and fade away into the night and darkness. These persons offer affidavits and previously good reputations.

At several points the moving wonder was observed by persons equipped with small telescopes or powerful field-glasses, and these persons claim to have described the outlines of a structure bearing the light. The consensus of judgment, on the uncertain basis for estimating the dimensions of bodies moving through the air at unknown distances, is that the main body of the night-flyer was about 70 feet in length, of slender proportions, and fragile construction. To this body, it is reported, were attached the movable headlight and the other lights described. A few observers claim they also saw, a short distance above the body, lateral structures resembling wings or sails. These appeared to be about 20 feet in width, and, as they were seen from one side, their length could not be accurately estimated.

But there is general interest in what Prof. J. P. 2/ Hough says. He turned his telescope on the object at 10 o'clock. After noting the time and declination of the light he announced that it was a fixed star in the constellation Orion. Alpha Orionis is its scientific name, it being a star of the first magnitude.

He said the star is simply following its regular course in the heavens and can be seen any evening with the naked eye when the sky is clear. It rises early in the evening and is discernible at 7:45 o'clock.

At its highest and on a clear night resembles a ball of fire. The effect of the atmosphere on the star's rays makes it appear to change from white to red and then to green. The constellation of Orion in the northwest portion of the firmament. At about 10:47, setting a few minutes later each night until it becomes a day star.

Late last night some of the believers in the airship theory were willing to accept Prof. Hough's explanation, as it agreed with their observations. Prof. Hough will make further observations tonight.

Hough Thinks It Is the Ship.
In Chicago there is a general disposition to laugh at the "airship" theory, but Attorney Max L. Hamaar, Secretary of the Chicago Aeronautical Association, does not smile at it. To him the fact of the airship moving over the country was not a surprise.

"There is only one thing that surprises me in the presence of the airship tonight," said Mr. Hamaar. "We expected it Sunday and it is hard for me to believe the vessel arrived here so soon unless the conditions were exceptionally favorable. Yes, I have a good idea concerning all this mystery. I know one of the men who is in the airship. The car contains three people, but the exaggerated stories concerning the ship are laughable.

"Spectators have announced it as their belief that the ship was composed of steel. This is a mistake. It is paper. There is the customary inflated reservoir, but the inventors have discovered the secret of practical propulsion. They can steer the vessel in any direction they desire.

"Word was received here several weeks ago that the party had started from San Francisco, and that the ship would stop here for the purpose of registration. The end of the trip is to be at Washington City, where the ship will be brought to earth and given up for inspection.

Reception Set for Sunday.
"We had intended to give the party a reception here next Sunday. It must be very cold travelling at this season of the year, but I understand the inmates of the car are well bundled up. The only new feature applied to the propulsion is the fact that the posterior of the propeller is flexible and elastic, while the anterior is rigid. The fans have a peculiar twisting motion. President Octave Chanute, of the Chicago Society, has full information concerning the ship. He, with a number of other wealthy men interested in the problem, has furnished the money for the venture. Mr. Chanute is in California at the present time. I would not care to furnish full details as to the experiment, as it could be unfair to the inventors and would take off the edge of public interest."

The Aeronautical Society's secretary was serious, but the Hough idea of this heavenly apparition found favor with the masses and the joke seemed to lie in Davis street, Evanston.

Looked Oblong at Mt. Carroll, Ill.
"Airship at That Point Was Moving West at a Terrific Rate of Speed."

Mount Carroll, Ill., April 9.--(Special.)--Hundreds of persons on the street tonight--persons whose honesty and truthfulness are beyond dispute--saw the airship about 8:40 o'clock. It came from the north east, and then opposite the city changed its course and went due west in a terrific speed. It was in sight at least ten minutes. It appeared oblong in shape and carried a great red light. In length it did not appear to be over eight or ten feet, and two or three feet high. So many people saw it there is no disputing the fact that something unusual appeared.

Egg-Shaped Men Seen in Wisconsin.
"Mysterious Aerial Visitor Appears in Two States Within a Period of Half an Hour."

Wausau, Wisconsin, April 9.--(Special.)--The airship made its appearance in Wausau last night about 10 o'clock and was viewed by at least one hundred citizens. It came from the southeast, passing over the city going northwest. Lights could be seen attached to the ship. A dim outline of it could be seen, which appeared to be snaped like an egg.

Nebraska City, Neb., April 9.--(Special.)--At 9:30 o'clock last night several persons observed the lights of the supposed airship approaching from the southeast, and after passing over the city it disappeared, going due northeast when last seen.

1897 April 10 (Sat) Evening Telegraph (Dixon, Ill.), p. 1. (card 1)

THAT AIR SHIP. / It Visited Dixon--Was Seen to Pass Nearly Over Our City. /

To speak of that air ship is good diction. It looked for awhile as though Dixon was destined to be left out in the cold and not enjoy a visit from the now famous airship that has been sailing over the plains of Nebraska and Iowa; but Thursday night the machine took a trip east and on its return passed nearly over the western portion of our city. James H. Clark Thursday evening just before nine o'clock saw the nightly wanderer in the sky. He was coming home from Amboy on his Standard Oil wagon and when on the Chicago road southeast of Dixon, a half mile or so from the Northwestern railroad crossing, that passes over the wagon road, he saw in the south-west sky what first appeared to be a bright star, but observing that it was moving very rapidly, he was naturally very much astonished. It appeared, when he first saw it, to be nearly a mile south of the North-western depot, passing rapidly in a northwesterly direction. The same night--wanderer was seen about the same hour by the people of Mt. Carroll hovering near that city, as we learn from Chicago papers. As the thing

Mr. Clark saw was passing in the direction of Mt. Carroll near the time it was seen there, it was undoubtedly the same air ship. However, it did not pass near enough to Mr. Clark for him to see anything except a bright light, which, at times, flashed out as brilliant as an electric street lamp only a few blocks distant, and then disappeared so that there could only be seen the reflection of the light upon the clouds. It was a cloudy night. This fact of disappearance and brightness alternating would correspond with the statements that the air ship has a search-light which sweeps from one side to the other, and, therefore, it could not be seen by Mr. Clark when trained in an opposite direction. He believes that it was flying at the rate of about seventy-five miles an hour. It was in view several minutes, and passed out of sight over the hills in the direction of Palmyra, as he drove down into the hollow near the railroad crossing, in the suburbs of Dixon.

Several boys--Joseph Cook of this office, and Alf Rickard--saw a bright moving star in the west last night, so they report.

Groceryman Condon was in Storm Lake, Iowa, Friday, where great excitement prevails on account of the air ship. It was distinctly seen by him and many others from the top of a hotel, through a glass. It was not very high, and not only the light, but the outlines of the vehicle could be plainly observed.

1897 April 10 (Sat eve) Galena, Ill., Gazette, p. 3.

THAT AERIAL VISITOR. / Mysterious Airship Probably a Natural Phenomenon.

That mysterious "airship" which was first discovered in Nebraska--the home of Bryan and populism, by the way--has become as much in evidence that it attracts some attention even from astronomers. If it is a "fake" it is the largest joke perpetrated since the immortal Tom Collins episode. If the ~~xxxxx~~ aerial mystery existed originally only in the imagination of some Nebraskan newspaper man he must ere this be convinced that he will not be the only Munchausen on the griddle when retribution comes. The airship has been seen in a score or more of places, and what is more, in every place a "large number of persons whose veracity is above question," did the seeing. Now, Galena people consider themselves as veracious as anyone else, and it must be confessed that no airship has been seen here.

A Gazette reporter interviewed Mr. John Westwick, who has on his residence premises the most perfect observatory in Illinois. Mr. Westwick said curiosity had impelled him to keep a watch for the mysterious visitor, but he had failed to discover it. The airship theory he laughed at, saying that "if such a wonderful invention had been perfected the inventor would let the world know of it before going to flirt with the clouds. Mr. Westwick thinks 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.

1897 April 10 (Sat.) Morris, Ill. Daily Herald, p. 3.

About the City.
The much-talked of airship was seen going over Morris last night by a number of people, which proved to be a very novel sight, and immensely interesting to ~~xxxx~~ those who have read descriptions of the flying machines recently invented.

12.1. Hawkeye Fake.
Th. April 15, p. 2. Wauponsee Station.

B.J. Green thinks he saw the much talked of airship last Saturday night while going home from the camp of the M.W.A. But the goat was a little unruly that night, not having had much to do during the mad blockade, and probably that accounts for it. A.R. Newport says he might have seen the flying machine had he another optic to bring to bear on it.

1897 April 10 (Sat) Quincy, Ill., Daily Journal, p. 7.

That Mysterious Air Ship.
Isn't it about time that someone in Quincy was getting sight of the air ship which has been disturbing the inhabitants of Western states for the last three weeks?

The air ship is supposed to have started from California and has been seen in Kansas, Iowa and last night the people of Evanston, Illinois, say they saw it. To them it looked like an immense star, only it ~~was~~ [seemed] twice as large as the largest and brightest star in the skies. Some say that it gave a clear white light but others say that the color would change to a bright red and then to a green.

Columns and columns of stuff have been written about this mysterious object which is floating through the heavens in a rather reckless, haphazard manner, and it therefore behooves the snake editor of the ~~Hanna-Herald~~ to keep his eye open for the signals of the mysterious air ship.

P.S.--A Chicago says that the air ship is on its way to Dwight, but that the strong wind of yesterday blew it out of its course.

1897 April 10 (Sat) Quincy, Ill., Morning Whip, p. 11 (card 1)

THE AIR-SHIP OVER IOWA. / Many Iovans Claim to Have Seen It. / IT HAS A HUGE HEADLIGHT / And Wire-line Projections on Either Side--The Mysterious Craft Seen in Towns All Along the Burlington, Cedar Rapids & Northern Railroad. /

West Liberty, Ia., April 9.--The mysterious air-ship which has appeared night after night at various points in Iowa and Nebraska recently, was seen last night by hundreds of reputable citizens all along the line of the Burlington, Cedar Rapids & Northern railroad, between here and Cedar Rapids. Reports from these points show that nearly every operator and station agent along the line saw the strange

craft, and the pilot told about the same story: it was first seen about 7:30 in the evening, and the operator mounting his senses, asked the man at the next station if he could see a strange object in the sky between the two towns. The other operator realized that he had been watching a ship. The ship moved off, and other operators in the direction of the flight were warned of its approach, and thus town after town was prepared to gaze at it when it came in sight.

It is described by reputable citizens, who saw it, as having a large reflecting headlight probably two feet in diameter which sheds strong rays like that of a locomotive headlight, and to some extent prevented a good view of the body of the apparatus by its glare. However the glistening body of the ship could be discerned and the diamond-like projections on either side, as described by previous observers. The strange aerial craft moved swiftly through the air, making a slight hissing sound.

At times it seemed to be within 1,000 feet of the earth and at times seemed to pause in its flight as though its occupants were taking observations of the earth below.

No sound save the low hissing noise, which was only apparent when the machine was in swift motion, came to the wondering observers and if there were people in the craft their conversation was carried on in low tones or else the distance was too high above the earth for the sound to carry.

The strange object was in view generally from twenty minutes to half an hour and usually disappeared in a westerly direction. At least a hundred trustworthy people declare they saw the air-ship, but none of them are willing to swear they were not dreaming, so strange and unreal does its appearance seem to them.

SOLOM, Ia., April 9.--The airship was seen north of here about 8:30 last night. It seemed to take a westward course, and was visible for about forty-five minutes, then gradually disappeared to the west. It was viewed by a number of Solom's most prominent business men whose integrity cannot be doubted.

WELLS BLAIR, Ia., April 9.--The airship that has been mystifying western people has been observed in this county. One of the most reputable physicians of Clinton says that all the members of his family observed the mysterious aerial machine and distinctly heard it swishing through the air. The air ship first appeared low down in the southwest about 9 o'clock and could plainly be observed to travel in a swaying manner like a bird flying against a wind, and darting to and fro, would rise up quickly and lower itself with a gentle, easy motion and remain under perfect control of the navigator. It was going in a northerly direction.

CLARKE, Ia., April 9.--The air ship was seen here last night. It was first noticed about 9 o'clock, when it was seen in the northwest heaven at an angle of about 45 degrees. It was moving slowly, and by 10 o'clock had faded from view. At 10:30 o'clock a dispatch from Northwood, in the extreme northern part of the state, said the mysterious ship was due west of there. Here it looked like an airplane, but coming from side to side.

1897 April 10 (Sat) Springfield (Ill) News (Telegraph), p.1.

THE KANSAS AIRSHIP. / Seen Sailing Through the Heavens Over Rockford Last Night. / Captain Elisha Thayer and Frank Thayer Witnessed the Strange Nocturnal Visitor as With Bright Green and White Glints It Scooted Through the Etheral. /

The mysterious aerial, which has been creating such a commotion in Iowa, Nebraska and Kansas for the past fortnight, has at last struck Illinois and was seen in a number of the towns in the state last night, not far from two but by scores of people, and Rockford was fortunate enough to be included in the itinerary of this strange and eerie nocturnal visitor.

By two persons at least, whose word can be relied upon, this weird thing was seen sailing over the city last evening. Captain Elisha Thayer and his brother, Frank Thayer, have the honor of having seen this queer pilgrim of the night on its journey athwart the etheral that lies above Rockford.

It was about 8:30 when Elish and Frank wandered here to seek repose upon their downy couches. Elish had just thrown the far end of a fragrant Havana away as he was about to enter the house. Being something of a star gazer himself he casually cast his eye across the diamond studded dome of heaven. As he did so he noticed a strange, moving light, or lights, moving towards the southwest. There seemed to be a quartet of the swiftly moving glims, two green and two of a whitish color. He called Frank's attention to the phenomenon and it didn't take them longer than three jerks of a spring lark's tail, with green feet on the side, to decide that the strange lights were the illuminating arrangement of the Kansas airship. It sailed very low and several times before it disappeared from sight they were almost positive they could hear the sound of human voices coming from the terrestrial (sic) regions in the direction of the airship. They xxx watched the light as it slowly grew more distant and dimmer and finally faded from view.

The boys will bank their last sou that the object they saw was no illusion. They even took turns in pinching each other and to make assurance doubly sure, Elish had Frank run a pin through the lobe of his left ear to make sure he was not in a trance. He carries the mark of the pin today as evidence that he was not dreaming.

In Iowa the past week the airship has been cutting up all sorts of doings and has been seen in scores of towns in different parts of the Hawkeye state by people whose reliability, veracity and sobriety never has been questioned.

Last evening early it was seen at Evanston and later at night people at Mount Carroll declare they saw the airship. The tire it was seen here would about bring it due in its trip from Evanston to Mount Carroll.

It is safe to say that for the next few nights many Rockford people will keep on the lookout for the--air ships that pass in the night.

He Calls It a Star.

On top of all these proofs comes the following contradictory telegram, received by the Republic this afternoon:

Chicago, April 10.--The air ship which people claim to have seen for many nights past, is declared by Prof. Hough of the Dearborn observatory to be the star Alpha Orionis.

And there you are--

1897 April 10 (Sat) Springfield (Ill) News (Telegraph), p.1.

A MYSTIC AIRSHIP / IS VISIBLE AT MANY POINTS. / MANY PEOPLE IN ILLINOIS / WISCONSIN AND IOWA GET A SIGHT OF THE STRANGE AERIAL VISITOR--EXCITES CURIOSITY. /

Kankakee, Ill., April 10.--About 100 prominent citizens of Kankakee saw an air ship going in a northeasterly direction at 9 o'clock last night. The vessel was probably 1,000 feet above the earth and moving very rapidly at this distance. The headlight appeared as large as an ordinary electric arc light. At one time the vessel rose very rapidly and afterward seemed to drop a long distance. In addition to the headlight, spectators claimed to have noticed smaller lights behind, indicating that the vessel is of considerable size. It was apparently headed towards Chicago and traveled very rapidly, after hovering over Kankakee about ten minutes. Among the prominent citizens who watched the progress of the machine were ex-United States Marshal R.D. Sherman, Trainmaster Coopman, of the Illinois Central Railway, and Attorney William R. Hunter.

Mount Carroll, Ill., April 10.--Hundreds of people whose honesty and truthfulness are beyond dispute saw an air ship about 8:40 last night evening. It came from the northeast and when opposite this city changed its course and went due west at a terrific speed. It was in sight at least ten minutes. It appeared oblong in shape and carried a great red light. So many people saw it that there is no disputing the fact that something unusual appeared. The people who saw it were in various parts of the city.

Marion, Ia., April 10.--An air ship passed in a southerly direction over this town at 2:05 o'clock yesterday morning. It was seen by the night operators of the Western Union Telegraph company and others. It appeared to be about 500 feet above the ground. The outlines were distinctly visible against the sky. The ship gave out two bright lights of an electric glow.

Wausau, Wis., April 10.--What was supposed to be an air ship was seen passing over this city Thursday night about 10 o'clock. Lights could be distinguished from a dark object far up in the heavens, which had the appearance of being shaped like an egg. It was viewed here by at least fifty persons.

Emetsburg, Ia., April 10.--Thursday evening a large reddish light was seen passing westward from this city and also from Redman. It resembled a locomotive light and was perhaps about 1,000 feet above the earth. The editor of the West Bend Journal saw it while waiting for a train and has a long account of it in his paper. It is thought to have been a balloon or an air ship. The persons who saw it are thoroughly responsible.

1897 April 10 (Sat) Sterling, Ill., Evening Gazette, p. 2. (card 1)

SHIP OF THE AIR. / "LIKE A DIAMOND IN THE KKY SKY." / Was Seen Over Sterling Last Night by Hundreds Who Say It "Do Move."

The mysterious air ship which has been sighted at various points in Kansas, Nebraska and Iowa, is claimed to have been seen by Sterling people last night.

The sky was cloudless when at 8:30 the ship was seen moving in a northwesterly direction. It was thousands of feet in the air and appeared like a large star. The working of wings or side propellers could be plainly seen and the vessel seemed to be making rapid progress. Other parties claim to have seen the ship here Thursday night, also. A dispatch from one of the towns where the ship was more plainly seen, says: The airship seems to be under perfect control of the navigator--rising, lowering and changing direction and speed in prompt obedience to the steering gear. The ship has a brilliant electric headlight, which appears to be larger than the headlight of a locomotive, and by which the movement of the airship may be watched long after the ship is lost in darkness.

The speed of the airship is estimated by those who have seen it to be from sixty to seventy-five miles an hour.

On one occasion this week, when it passed over Bellville, it moved so close to the ground that the headlight made the city almost as light as day. The ship seemed to stop a few miles northeast of the city, remaining stationary for twenty or thirty minutes. Then it sailed up and down, north, south, east, west, now rapidly, now slowly, as if the navigator were testing the possibilities of his machine. It rose at one time far above some scattering clouds, and then was lost to view. At 2 o'clock in the morning it was seen going south again, and three hours later was seen on its way north.

A Mt. Carroll dispatch says: Hundreds of people on our streets tonight, whose honesty and truthfulness are beyond dispute, viewed the airship about 8:30 o'clock. It came from the northeast, and when opposite this city changed its course and went due west at a terrific speed. It was in sight at least ten minutes. It appeared oblong in shape and carried a great red light. In length it did not appear to be over eight or ten feet and two or three feet high. So many people saw it that there is no disputing the fact that something unusual appeared. The people who saw it were in various parts of the city.

Oven McGinnis of Fernberg's and Charlie Johnson, the market man, viewed the airship through a powerful field glass. It was so far

"distant they could not distinguish such regarding its form other than it was oblong. Part of the time the machine emitted a red light, then at times the light would be green and sometimes white. S. S. Crocker saw the vessel Thursday evening, at which time it seemed to be on its way eastward as if toward Chicago. Last evening when he saw it, it was headed toward the west. He estimated its velocity at about sixty-five miles an hour.

The present trip has been planned to arouse curiosity, but not to demonstrate the feasibility of aerial navigation. Prof. George Hough said again yesterday, as he smiled, "Alpha Orionis has been roaming through its regular course in the firmament for 10,000,000 years, and why it should have been settled upon in the last three weeks and pointed out as the headlight of a mysterious aerial vessel is a thing hard to explain."

1897 April 10 (Sat) Sterling, Ill., Ave. Gazette, p. 5.
"SEEN" THINGS AT NIGHT.
Did you see the air ship?
Three hundred and seven people and a boy saw it above Sterling last night.
They talked about it all day long.
Bob Hill said it was the "advance agent of prosperity" looking for a place to light.
Another man suggested that it was a heavenly visitant looking for a good corner lot.
"Manager H. C. Ward thought it was the advance man for "Alabama" as it came from that direction.
"Strange that it flew over before the saloons closed," said a man, but the taint of whiskey was on his breath when he spoke thus sarcastically, while most of those who saw it were never known to swallow anything worse than an air ship story.
"What is this air ship business?" said a lunch counter friend. "Is there anything to it?" "Yes," said another the other fellow, "it's supposed there's a man in it."
"Isn't it a beauty!" cried a first ward lady. "Oh yes, it's a regular star!" replied her sceptical husband.
It is said a Luxon man has smoked a lot of glass and will be prepared to examine the wonder if it flies over again tonight.
"Here's looking at you?" yelled the man in front of Feigley's, who was looking through a telescope. A dispatch from Mt. Carroll says that the man in the air ship replied "Rubber Neck."
The girl who saw the new Easter bonnet was heard singing
My mouth afloat the man in that ship
I'll carry and with him I'll skip
While a'float in the air
All the people will stare
And see
my hat!!

The Airship Passes Over Chicago.

The airship which is enjoying a jaunt across the country arrived over Chicago fortunately at a time when an ample explanation was at hand to relieve the spectacular night errand of much of its mystery. It would be more exact perhaps to say that several ample explanations are extant, any one of which doesn't give mystery the ghost of a chance. The Secretary of the Aeronautical Association, of course, ought to be best posted on these ships that cavort in the night, and he explains the whole affair in a way that should satisfy the most exacting. The aerial craft is on its way to Washington--probably looking for a job. It has flown all the way from the western coast, and is distinctly a high flyer in every sense of the word. There are only three occupants of the craft instead of a regiment, as some have declared, and it is not surprising therefore that this aeronautical expert should regard the "exaggerated stories concerning the ship laughable." The plain, unvarnished narrative of the aforesaid expert goes on to say that it was the intention of the three people who are taking such a lofty view of the world to drop off at Chicago and hold a reception, but owing to the uncertainty of finding anything to receive and the hazard attending taking these long drops in windy cities, they determined to anchor on a propitious cloud, as it were, and resume their journey in the morning. The aeronautical expert does not explain his telephonic method of obtaining these later data, but no-one will be sufficiently skeptical as to require an explanation.

1897 April 10 (Sat) Sterling, Ill., Daily Free Press, p. 5

For the benefit of those persons who may not be of an aeronautical turn of mind, an inspired ornithologist, tinged somewhat with aerial tendencies, offers the opposing suggestion that the thing is not an airship but a bird. This man in a moment of mental diversion went on a literary debauch to the extent of refreshing his recollection of the Arabian Nights' tales, and therein supplemented his scientific researches by reading of some further phenomena regarding the habits of a certain immense member of the feathered kingdom which we perhaps would call a roc. The fact that the "airship" is described as having a flexible tail and a rigid frame, together with other circumstances related by the observers, lends this authority that it was in fact an animated representative of the roc family. This explanation of the character of the visitation will not find favor doubtless with the masses who are not particularly well up on rocs, and who, being of a severely practical turn, will insist doubtless on some explanation of how the roc managed to get and carry his lanterns, but it ought to be quite as popular as the declaration of Astronomer Hough that the airship was nothing more extraordinary than a certain fixed star known as Alpha Orionis. Prof. Hough appears to be on terms of some intimacy with this luminary, and explains that at certain periods of the night, while it is traversing the heavens, it looks like a ball of fire and is minutely calculated to deceive observers with well-developed imaginations or of otherwise trusting disposition. The statement of Prof. Hough is open to the suspicion of professional jealousy on the part of a man who does not like other people to see things in his realm that he does not see. But for the present, until other experts are heard from, Prof. Hough's statement must take its place with the other two, and from the three the people can take their pick.

Night Operator James Freeman, of the Three I, states that the operators for the same at Goodrich and Kankakee were sure that they had seen the mysterious light in the heavens between 9 and 9 o'clock last night. The American club claimed it was an airship, and that it was travelling in a westerly direction when he saw it. The same object seems to have appeared in several other places during the night.
Notices have appeared in the daily papers recently about an airship being seen in various parts of the country. William Kirk, the engineer at the Cathedral Glassworks, could explain this matter if he wanted to. He is the gentleman who was mentioned in the Free Press some months ago for being engaged in the construction of such a "flier" as has been away from here several nights lately.

1897 April 11 (Sun) Jacksonville Ill., Daily Journal, p. 4.

April 11, 1897 Chicago Tribune (Sun.) p. 1 (card 1)

Illinois Airship on the Wing
Aeronautical Society Expects It to Light on the Indiana and Ohio in a Few Days.

The hue and cry of red, green and orange light which startled residents of every village and township between Niles Center and South Chicago on Friday evening may not have been an airship after all. Only the most imaginative of those who viewed it are willing to take credit to seeing the outlines of hull, rigging, keel, and propellers. But if it was not the real article, do not blame the Chicago Aeronautical Society. It is doing the best it can, and promises that, in case it turns out the celestial visitor was nothing more than a common, everyday fixed star of the first magnitude, to have a genuine air-rocket in the neighborhood of Chicago before the end of this week.
The official representative of the Aeronautical Society, in the absence of President Ganute in California to witness the start, is Secretary Max L. Kasnar. Mr. Kasnar is not inclined to think the manifestation of Friday afternoon was the California airship, because he thinks that the vessel hardly has had time to travel so far.
"It has been scarcely three weeks since the journey was begun," he said, "and, unless conditions of wind and weather have been unusually favorable, I do not see how the ship could get here before to-morrow at the earliest, and I think it more probable that it will be the middle of the week before Chicagoans have an opportunity of seeing the invention. I have been expecting some communication from the California people telling me when to look for the ship. The arrangement was for the ship to stop in the sandhills of Indiana, where Mr. Ganute was experimenting last fall, and the society has been planning a quiet reception for the navigators.
"There is no doubt at all the ship started from San Francisco and is now so close between this city and the Rocky Mountains.
"The inventors do not say this ship is the final solution of the problem of aerial navigation. We hope one day to do away with the balloon feature altogether. Mr. Ganute's experiments in aeroplane coasting were made in the hope of demonstrating that a balloon is theoretically unnecessary.

The Airship Seen.

Quite a number of Jacksonville citizens are sure they saw the famous "Kansas airship" Saturday night. About 9 o'clock it was noticed sailing in the northwest heavens and all agreed that they discerned four lights, two white and two green. It was seen to be moving in a northerly direction, evidently at a rapid rate, and looked like an immense star, only seeming much larger and brighter and of several colors.

1897 April 11 (Sun) Quincy Morning Whig, p. 8. (card 1)

THE AIRSHIP OVER QUINCY. / A Strange Aerial Visitor last Night. / IT WAS SEEN BY MANY MEN / The Thing Circled Over the City Shortly After 11 o'clock and Disappeared to the South--What the Wonderful Craft Looked Like. /

The airship which has been skylarking over Kansas and Iowa for the last week, and was over Chicago Friday night, paid a visit to Quincy last night, and was seen by quite a number of reliable persons. It came down from the north over the river, circled over the city for about fifteen minutes and then disappeared to the south.
It was shortly after 11 o'clock when the strange aerial visitor was first seen, and as the night was perfectly clear, with a half moon high in the heavens, the opportunities for observation were all that could be desired outside of daylight. Hundreds of men who were on the streets at that hour saw it, or say they did, and the descriptions of it given by different persons who witnessed it from different points are remarkably similar.
The air ship was first seen by some men on the levee, and at that time it was over the river north of the city, and appeared to be a short distance north of the bridge. Their attention was first attracted by a bright white light, and they supposed it to be the search light on some steamer coming down the river, especially as there were

red and green lights on either side of the white one, and it was as close to the Illinois shore, while the channel and the gray of the bridge are close to the Missouri side, that they watched it, wondering what a spectacle could be doing there. It was flying very low when first seen, but as they watched the light, which occasionally wavered from side to side, the thing rose in the air and sailed over River View Park, or thereabouts. It traveled in an easterly direction for a mile or so, then slowly circled to the south, and then headed to the west again. It hovered for several minutes at a point about over South Park. It swung around until the light from the headlight streamed to the north, and then it started in that direction as if intending to come back over the city along about Eighth street. It proceeded perhaps half a mile, when the thing appeared to change its mind, and stopped. The headlight, which seemed to be backed by powerful reflectors, was waved up and down several times, the smaller lights just back of it were whirled around in a circle several times the same way that a railroad switchman waves his lantern, and then turning suddenly about the thing started off to the south. Its speed must have been tremendous, for in a few minutes it was clear out of sight.

What it was, where it came from or where it went no one knows, but there appears to be no reason to doubt but that it was a veritable airship. Its motions were such that it was manifestly guided by human hands, and moreover it was at times so close to the earth that a tolerably fair view was had of it. At times it did not appear to be more than 400 or 500 feet above the ground, and in the bright moonlight was plainly silhouetted against the clear sky. Men who saw the thing describe it as a long, slender body shaped like a cigar, and made of some bright metal, perhaps aluminum, on which the moonlight glistened. On either side of the hull extending outwards and upwards were what appeared to be wings, and above the hull could be seen the misty outlines of some sort of superstructure, a clear view of which, however, was intercepted by the wings. In the front end of the thing was a headlight, and from the brightness and intensity of the stream of light thrown out it was apparently similar to the searchlight used on steamboats. About midway of the hull were small lights, a green light on the starboard or right hand side, and a red light on the port or left hand side, the same as on smoke stacks of steamboats. Several of the men who saw the strange craft said they thought they heard voices coming from it, and from the way the lights were manipulated there were at least three men on it. The aerial navigators certainly had their craft under perfect control, for they sailed in all directions and at varying heights.

Men who saw it agree as to the general appearance of the airship, but they differ as to the size of it. One witness said he thought it was about seventy feet long, another put it at twice that size, and still another said it was not more than fifty feet in length.

Whatever it is, Quincy people have seen it, and they want to know more about it. They will when the inventor gets tired of skydaring and decided to let the rest of the world in on his wonderful invention. **SEEN AT JACKSONVILLE. / The Airship Creates Great Excitement in That City.**

JACKSONVILLE, Ill., April 10.--What was undoubtedly the mysterious airship passed over this city about 10:30 o'clock to-night. It was seen by all the police officers in duty, the firemen and hundreds of citizens. The craft was first east to west. Attention was first attracted by a faint light a few hundred feet above the earth and moving swiftly. The light wavered from side to side like a big searchlight, and threw out a stream of light several hundred feet in length. It rapidly approached the city, and when it had arrived over Jacksonville the body of the mysterious visitor could be plainly distinguished. The body was long and narrow, and it reflected the rays of the moon as if made of some bright metal. Shadowy things on the sides were taken to be wings, and the ship appeared to be eighty or ninety feet long. Many reliable persons assert that they plainly distinguished human voices on the ship. The sight created the greatest excitement, and telegraph wires were ringing all over the city by citizens calling up friends to come out and see the wonderful and mysterious spectacle. The airship came from the east, and in passing over the city it stopped and turned completely around, throwing its headlight in all directions. It disappeared in a westerly direction.

This would indicate that the airship was seen in Jacksonville a little less than an hour before it appeared in Quincy. Jacksonville is some seventy miles from here. Evidently it traveled west from that city to the Mississippi river, which it struck some distance above Quincy. Then it followed the river south.

1897 April 12 (Mon. morn) Daily Pantagraph (Bloomington, Ill.), p. 5.

THE AIR SHIP. / Persons Claim That It Passed Over This City at 12:15 p.m. Yesterday.

--Dr. George R. Smith telephoned to this office last evening that a friend of his saw the air ship passing over the city at 12:15 noon yesterday. It was at a high altitude, flat shaped and looked like a big piece of yellow canvas. The air ship was reported at Moavequa Saturday, and could easily have made the distance in the time specified. The person who saw it was Mr. Gray Carlton, Jr. It was moving in a northeasterly direction at a rapid rate.

April 12, 1897 Chicago Record (Mon.) p. 2 (card 1)

Says He Is the "Airship" Man Offers to Exhibit the Invention at the Omaha Exposition. Special to the Chicago Record.

Omaha, Nebraska, April 11.--The mystery surrounding the so-called airship, which has caused the veracity of many reputable citizens to be questioned, promised to be cleared up within a few days through the medium of the Trans-Mississippi exposition. In the first mail yesterday Secretary Wakefield received a letter dated at Omaha and bearing

the postmark of this date. The letter was signed "A. C. Clinton" and read as follows:

"To the Exposition Directors: My identity up to this date has been unknown, but I will come to the front now, that is, if you guarantee me 870,000 square feet of space. I am the famous airship constructor, and I will guarantee you positively of this fact in a week. The airship is my own invention, and as I am an Omaha man I wish it to be held as an Omaha invention. It will safely carry 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."

This communication was written on a sheet of plain note-paper, without printed matter of any kind which would throw any light upon the identity of the writer. He gave no address, and his name does not appear in the last city directory. The amount of space asked for by the writer of this letter is nearly thirty-five acres. The exposition authorities will await his appearance with interest. Special to the Chicago Record.

Fort Dodge, Iowa, April 11.--The alleged airship was plainly visible here last night between 8 and 9 o'clock, and while in sight was viewed by many citizens. The light resembled that of a strong electric light, and was whiter, brighter and larger than ordinary starlight. It was first sighted in the western sky and moved rapidly north, and then took an extreme northwest course until it disappeared. Several old-country Germans contended that the mystery is a return of the phenomenon that worried residents of Germany over thirty years ago and created the impression at that time that the end of the world was near at hand. The light claimed to have been visible in Germany at that time was called the "devil's army," and when it was visible brought the superstitious to their knees.

Marshfield, Wisconsin, April 11.--The famous airship was seen here last night. It appeared just after sundown in the southern skies and disappeared at 9 o'clock in the northwest, being visible one and one-quarter hours. It was at first mistaken for the planet Venus, but its rate was rapid, swinging from side to side and travelling toward Minnesota at a rate of about 75 miles an hour. Through glasses it presented a cone-shape, with a glaring headlight. Many here believe the airship spent the day in the woods south of town, where it was quite safe from curious eyes. Special to Chicago Record.

Milwaukee, Wis., April 11.--Many persons of northern Wisconsin declare they saw the airship last night. Judge S. D. Hastings and N. E. Kellogg of Green Bay, ex-Governor Upham of Marshfield and H. O. Fairchild say they saw the mysterious aerial voyager, but they saw red lights only and no green ones. It was also seen here shortly after midnight, but it was so far to the north that the observers of the opinion that it may be a star.

The mysterious ship has become tangible enough to become a part of the police records of this city. Between 8 and 9 o'clock to-night 20 policemen reported seeing a moving light over the extreme northeastern part of the city. The reports were made from the patrol boxes to the central station. The light was seen by hundreds of persons, and an especially good view was obtained by the telegraph editors of the Sentinel from their tenth-story elevation. The ship moved directly away in a northwesterly direction until it had almost faded from view. It then shifted about and returned, until the lights were very plain. The course was again changed, and finally it disappeared about 9 o'clock, moving in a northwesterly direction, and drifting slightly toward the south. It was a flickering light, and seemed to grow dim at times like a spluttering electric arc light. Thousands saw it in this city to-night, and there are many rumors about and hundreds of different descriptions.

Dubuque, Iowa, April 11.--The mysterious airship passed over Dubuque after midnight last night. It was seen at Green Island at 10 o'clock and at Bellevue at 11.

Special to Chicago Record.

Bloomington, Ill., April 11.--An object believed to be the mysterious airship that has been sailing over Illinois was seen at about noon today, floating over Bloomington. It was going in a northeasterly direction at a great altitude. It was yellow in color and seemed to be rectangular in form. GUY CARLTON, a young electrician of this city, and a party of friends, watched the mysterious object until it disappeared in the northeast.

Special to Chicago Record.

Kilmundy, Illinois, April 11.--The famous airship passed over this city at about 8 p.m. tonight, carrying a headlight with two red lights in the rear. It looked to be about one hundred feet between head and rear lights.

Had hair trimmers in Chicago (Jack the Snipper)--attack women, girls, and cut their hair.

1897 April 12 (Mon) Chicago Tribune, p. 5. (card 1)

Airship Myth Yet Soars / Headed for Dune Park and an Amusement Privilege / Alleged Photographs of the Queer Aerial Visitor Showing Its Mechanism and Its Daring Navigation Pronounced a "Fake" by an Expert--Mechanical Impossibilities in the Way of Such a Picture--Night Gazers Report Seeing the Flying Machine.

Chicago's airship romance has fallen into practical hands. If the progress made by "photographers on the spot" yesterday is carried to its legitimate and the aerial monster will be picked up soon on the shining sands of Dune Park and will be exhibited by a local amusement company as the solution of the greatest problem tackled by mankind--navigation of the air.

At Rogers Park yesterday two men exhibited pictures "taken of the airship" as it sailed over the suburb hard by Evanston at 6 a.m. A reporter for The Tribune secured one of the pictures, as did reporters for other Chicago newspapers. The prints were peddled out eagerly to all the nimble scribblers who would take them.

The picture given to The Tribune was submitted to an expert photographer for an opinion as to its genuineness. He looked at it and smiled.

Pronounces It a "Fake."

"It is a fake," he said. "It would be impossible for a camera to take such a picture, except from a doctored photograph. In my opinion a picture was taken out in Rogers Park. Then the airship was filled in. After that a picture was taken of the prepared print.

"The reason why I pronounce this bit of enterprise a 'fake' is because such a result is a perspective impossibility. With the relative proportions shown of various objects and the supposed airship no camera could have caught so much within the scope of its lenses.

"In this case a small instrument was used. It looks like a kodak's work. To have taken the airship with such a little lens the photographer would have had to point the instrument up towards the sky. He couldn't possibly get a lot of foreground and buildings in the picture."

The "fake" photograph is a gem of its kind. It is 3 1/2 by 2 1/2 inches in size. In the left foreground is a spur of the St. Paul's Evanston Division tracks. In the middle foreground are three good-sized and one small building. Well toward the front is an individual who appears to have a camera in his uplifted hands taking a picture of the aerial visitor. This suggests the thought that perhaps this wonderful kodak takes pictures of itself and its manipulator as well as of airships.

How the "Ship" Looks.

But the heavenly soarer is the great feature of this wonderful work of art. High above the roofs of the buildings, the telegraph poles, and the leafless trees, it rides in majesty. Its cigar-shaped body tips toward the "stern," where it terminates in a tail like that of a fish. Depending from the balloon part is a long, narrow cage with a propeller at the end. If a powerful glass is used one may see the outlines of the two daring navigators.

It is supposed that these aeronauts will be discovered soon nestling with their landed ship among the sandy stretches of Dune Park, around the bend of the lake in Indiana, where Chanute's experiments thrilled an expectant world last fall.

After that it would be natural for them to yield to the persuasions of the amusement concern mentioned and move into Chicago to exhibit to gaping thousands their flying machine and tell what fun they have had keeping the inhabitants of many cities guessing the last few weeks.

A number of policemen and firemen in South Chicago and Englewood reported last night that they saw the mysterious object floating about in the air which has been going by the name "airship." They described it in much the same manner as others have done.

Late yesterday afternoon the airship was seen "hovering over Lincoln Park."

As usual it was also seen elsewhere.

1897 April 12 (Mon) Chicago Tribune, p. 5.

Say It Is An Airship And Not A Star / Thousands of People in Milwaukee Observe a Monster of the Air Over the Court-House.

Milwaukee, Wis., April 11--[Special.]--Prof. Rought and his theory that the supposed airship is the star "Alpha Orionis" doesn't stand as high in the minds of thousands of citizens of this city tonight. They have seen the wonder and are convinced that it is a machine which navigates the air, and not a star which has been wandering around for ten million or more years through space without an object or a destination. The strange machine made its first appearance in the wee small hours this morning. It was not seen by many at that time, but the few who did see it are convinced that it is a machine. The lights which appeared on it seemed to move backwards and forwards toward each other, as if signalling to the earth.

It was first seen on the northern horizon, and about the only persons who were up at the time and who were not seeing things double, were a few newspaper men, police officers, and a guard at the House of Correction. All of these are willing to make oath they saw an airship come from the north a little before the break of daylight and that it disappeared again, reversing itself and fading from view in the north.

Tonight the stranger made its appearance again in the heavens about 9 o'clock. It came from the northeast from out over the lake. There was no possibility of a mistake this time. Thousands of people saw it, and in a few minutes they were following the machine as it floated over the city. It travelled toward the southwest until it reached a point directly over the City Hall, where it stopped for a quarter of an hour. Then the excitement in the downtown districts became intense. It was reported that attempts were being made to anchor the machine.

A Mr. Meyer, a travelling man, had a field glass ranged on the machine and said he distinctly saw four men in it. Stationkeeper Harry Moore of the Central Police Station saw it distinctly and was one of the few who did not at the same time lose his head. He says:

"The machine, or whatever it was, was anchored or stopped directly over the city hall. The light which I saw was suspended from a large, dark oval-shaped object, the shadow of which could be distinctly seen. In fact, it could be seen so plainly that I could discern the wheels working. I did not see any one in it, but any one who claims that the thing I saw floating over the city hall is a star simply don't know what he is talking about. I saw it too distinctly to be fooled. It was, I would judge, about 1,000 feet above the city hall."

After hovering about 15 minutes it went back & disappeared in the N.E.

1897 April 12 (Mon.) Evening Republican (Decatur, Ill.), p. 8.

Saw the Air Ship. / It Was Flying High and Going North Sunday Night. The mysterious airship seen by so many people in Nebraska, Iowa, Missouri and Illinois recently, was seen Sunday night at 11:15 passing over Decatur northward, going at a rapid rate of speed. The one party who claims to have seen the machine is a bank clerk. He said it looked like two monster cigars with three bright headlights. The clerk asserts that he could not have been mistaken. He has been a doubter on the xxx ship question, but now he is certain that the thing is a reality, and he is curious to learn all he can about a mystery that puzzles millions of people.

14, 1. Carlinville Landing. / 15, 1. Winkle & Hulle. 23, 4 (eds.) The Air Ship.

The Chicago Tribune is evidently not informed as to the adventure of the Republican correspondent in the air ship that sailed right over the Tribune office in a flight from Vandalia to Chicago and return. The following from that paper seems to indicate that it prefers sea serpents to aerial navigation: "It is remarkable to expect..."

1897 April 12 (Mon) Galena, Ill., Gazette, p. 3.

THE AIR-SHIP ARRIVES. / The Ubiquitous Mystery Passes Over Galena.

It has come!

The air-ship, the aerial what-is-it, in colors like unto the chameleon, having as many forms as the kaleidoscope can contrive and out-rivaling in ubiquity the wicked gamin has reached Galena and has been gazed at and wondered at by the usual number of people of the highest veracity and unimpaired perception.

It floated over the city at 8 o'clock Sunday evening in a south-westerly direction and was viewed with awe not only by citizens but by the passengers on a west-bound train just arrived.

It was seen in a dozen other places at about the same time, according to the voracious chroniclers, and it is asserted that one enterprising suburbanite near Chicago caught a photograph of it. It is a wonderful phenomenon, to be sure.

But as to the Galena airship, the truth must be told. It was only a parti-colored paper balloon sent up from the Grant Park, and the number of people it deceived is the best explanation of the conflicting and sometimes absurd stories about the eccentric aerial ship that are pouring in from all places.

1897 April 12 (Mon) Galesburg, Ill., Evening Mail, p. 1.

SEE THE AIRSHIP HERE. / Many People Watch a Strange Light in the Heavens Saturday Night With Wonder.

Galesburg received a visit from a so-called air ship Saturday night, and there are people who declare that there is something certainly strange and mysterious about it. All sorts of explanations are to be heard for it. Some say that it is only a small boy's balloon and that there can be nothing else to it. Others think it a star, and what not.

The first appearance of the phenomenon was about 7:30 o'clock Saturday evening. At that time O.C. Lanphear saw the light distinctly above the O.T. Johnson store. He secured a pair of field glasses at once, and commenced operations. He says that the light was white and very bright, and looked like the headlight of a locomotive. The reflection was all to the north, and the space to the south was a black as though the light was suddenly shut off.

Mr. H.L. Wilbur took the glasses and could distinctly see two green lights below the white one. Others also saw the green lights. A large crowd assembled in front of the store of Wilbur, Lanphear & Tryner and watched the curious spectacle for five minutes. Now the all-absorbing question is, "What is it?"

Quincy people are greatly excited over the air ship. It was first seen coming down the river, and they supposed it to be a steamer headlight. Presently the light was seen to rise and pass over the south part of the city. When almost out of sight it turned abruptly and came back over the course and passed out of sight to the north. Over four hundred people saw the strange sight, and they declare it to be a genuine case of mystery.

In Burlington the efforts of the residents were rewarded by seeing a dull red light pass to the north. Then it was found that some youngsters had been sending up balloons, and they declared the ship was a fake. Galesburg people say that the light seen here could not come from such a source, and also ask an explanation for the green lights.

1897 April 12 (Mon) Monmouth, Ill., Daily Review, p. 1.

THE AIR SHIP. / The Mysterious Traveler Seen in the Skies Above Monmouth. / Many People Notice a Strange Light Flying Across the Heavens Saturday Night--Is It a Balloon? /

The "airship neck" will have to be counted a modern malady as much as the "bicycle face" and kindred ills. If these mysterious heavenly visitors keep soaring about by day and night. A person can look out on the street almost any time and catch people "pikeln" (??) their heads off with furtive glances that take in every quarter of the heavens. When they are caught at it, they either look wise and pretend to be looking for signs of rain, or else guiltily admit that they have hopes of getting a peep at the flying machine.

While the folks in all these towns over the country are looking at it, Monmouth had to keep in the fashion, and when such reliable authorities as (Mr.) Doner Diffenbaugh, Dudley W. Bird, Jall, Robert D. Tresham and many others say they saw "it," this place can substantiate its claims to be fully abreast of the times. The story told by these witnesses is a straightforward tale, and no one can have the

heart to cast discredit upon it. They say that while pursuing their usual walks of life Saturday evening about 8:20 o'clock their attention was drawn to a very bright light in the northwest. It was bigger and brighter than a star, and was easily seen to move. It appeared to be a long distance away, and none of the men say they saw the long cigar shaped body supposed to be peculiar to the craft. All of them watched the light till it seemed to fade away and disappear in the northwest. Other people who saw the sight say it looked like that of a paper balloon, and disappeared the same way those toys do when their supply of oil burns out.

Another story but very similar in its details is told by J.C. Irvin, J.W. Ponder(?) and others. They were talking one night last week and their attention was called to a bright light in the northern skies. It was traveling east at a fast rate and they watched it for several minutes and it was still in sight. Their opinions were divided as to whether it was a balloon or not.

Whatever it is, the air ship makes an interesting theme of conversation. Of course the fake that was perpetrated Saturday night in Burlington when the Hawkeye folks sent up a paper balloon and had everybody guessing, will shake the faith of some, but on the other hand the evidence of the young men in Rogers Park who got a picture of the machine early yesterday morning, looks like there might be something to it. There will be a difference of opinion about the machine until something entirely substantial is learned regarding the ship. 1897 April 12 (Mon) Ottawa, Ill., Journal, p. 4.

THE AIR SHIPS.

We can no longer employ the term in the singular number, for the reason that a considerable number of people have described spectacles witnessed at the same point of time, but at points of observation so remote from each other as to preclude the probability of a single object, such as a star, a meteor, the moon, or a green cheese being seen. If not for the reason of proximity to the earth, then for the reason that observers of unquestioned intelligence and reliability saw spectacles moving in opposite directions, at the same time, the unit theory is untenable.

At Chicago, one quiet evening a "ship" was observed showing down to people who occupied upper stories of sky scrapers, and was also seen by ~~xxxxxx~~ humble, but cultured people who live nearer earth in the classic precincts of Evanston, where the Northwestern University stands. The same was described by people who abide in the vicinity of Dr. Harper's Baptist school known as Chicago University, the wheels of which are greased with Standard Oil money perpetually.

This object passed over Chicago at an estimated elevation of three fourths of a mile, and scudded away in the direction of the national capital. On the same evening a similar object was observed passing over the state of Iowa, at a left oblique, in the direction of the National Park. In other sections of the country similar phenomena have been observed, and left the people in a state of befuddlement, quite similar to the effect upon the professors at Evanston and Cottage Grove.

Professor Hough, of Chicago, however has disclosed to the world that the object seen was nothing more nor less than Alpha, a star of the first magnitude, by astronomers a good many years ago located in the head of the constellation Orion, but now broke loose and swooped down within less than a mile of the wicked city. Mr. Orion was a night hunter, but his fame is now dimmed by the man who hunted up the true theory of the latest meteorological mystery.

Seriously it is a little surprising that scientists have not found a solution for these phenomena based on the known principles of electrical science, in conjunction with meteorological conditions which must have come under the observation of signal officers, or of astronomers at the seats of learning and observatories of the country. Is it something, as Sothorn would say, "no fellow can find out!"

1897 April 12 (Mon eve) Quincy Daily Herald, p. 1.

PASSER IN THE NIGHT. / The Mysterious Airship Made (Partly) Down in Hannibal. /

Everybody is talking of a mysterious airship that is perambulating the heavens with red and green sidelights and an electric search-light on her. As it has no particular opposition in aerial navigation the use of ~~xxx~~ the sidelights must be more ornamental than otherwise.

The talk of the mysterious craft recalls to the mind of Edward Ryan, driver of the police patrol wagon, a statement made to him by his brother-in-law, F.P. Smith, of Hannibal, several months ago.

Mr. Smith has a machine shop and in course of conversation during a visit in Quincy said that he had a job in making a cylinder for an engine on order of a stranger. The stranger was not communicative, but volunteered the information that the cylinder was for an airship on which he was at work.

It may be, therefore, that the ship that passes in the night and scares timorous people was made partly in Hannibal. If such is the case we'll have to take more notice of it. The fact gives to it a local interest.

1897 April 12 (Mon.) The Argus (Rock Island, Ill.), p. 5. (card 1)

SNAP SHOT AT THE SHIP.

A farmer named Kerr, living on Rock river, claims to have seen the airship following the Hennepin canal south of South Moline at 8:30 this morning. It was moving west he says at the time. Now the entire Moline police force swear to have seen it last night.

Walter McCann of Rogers Park, near Chicago, claims to have caught...

1897 April 12 (Mon) Rockford, Ill., D. Republic, p. 1.

(Card 1)

THAT BLOWING SHIP / Still Cavorting Around in the Air and Creating Excitement. / Seen in Rockford Again Saturday Night--Also Seen in Two Hundred Other Places at the Same Time--Probably There's a Whole Flock of Airships at Large. /

That Kansas Airship is certainly the most numerous and the rarest cloud scraper that ever pierced the upper strata of the ambient or came down the pike.

It can be more places at once than the liveliest flea (?) that ever flew and can assume more shapes in one night than the whole of Six Satan's repertoire.

That is, if you believe all that the papers say, and why should they be doubted?

It was seen again in Rockford Saturday night by several persons. It was also seen in about 200 other places at the same time. Therefore it must be that the spectral messenger of the heavens travels on pressed lightning schedule, or that a whole flock of airships has been turned loose.

At Bloomington yesterday at noon the strange aerial visitor was seen and last night at Milwaukee it was viewed by thousands of persons cavorting around like a huge swallow over the city. The bock beer season is on full swing in the Green City, but it is not likely that this has anything to do with the case.

At Quincy, Geneva, Beloit, Rochelle, Dixon, Rabbit Hollow and Burr Oaks it has also been seen by citizens whose veracity, sobriety and eyesight have never been questioned. Along about six months after every other town in the country has seen the strange and restless denizen of the ethereal Freeport will probably receive a visit from the airship.

It is claimed that near Heberly, Mo., the wreck of an airship has just been found and with it the mangled and unrecognizable remains of two men. It is probably one of the fleet that is now spinning around the circle and turning out the biggest crop of liars that the world has ever known.

The blindest whopper of all comes from Elburn in Kane county, where it is claimed the airship touched ground. Trainmen running through there say that the operator says that some stockmen say that some farmers say that the ship had a break down near there and came down for repairs. These farmers came across it, and found that two men accompanied it. The machine apparently weighted about 500 pounds and was made of some light substance like aluminum. They conversed with the men but learned but little. The men said they were going from the Pacific to the Atlantic coast, and were following the Northwestern railway.

It doesn't seem possible that all this airship business is a hoax. The people have seen something out of the ordinary in the heavens at night a queer sort of thing that carries more kinds of colors of lights than are seen in a Fourth of July pyrotechnical display.

Is it the moon?

Is it the star, Alpha Orionis(sic)?

Is it a meteor with a case of Jim Jams?

If not will someone please rise up and tell what it is, 'tis it, or what it is it, that it is!

We're dying to know.

1897 April 12 (Mon eve) Springfield, Ill. News, p. 1

SAW A LIGHT. / High Above the State House Last Night.

J.M. Margraves, night turnkey and Richard Schriver, foreman of the county jail, claim to have seen the air ship or something they knew not what. Mr. Margraves says that about 9 o'clock he walked outside the jail and turned his gaze heavenward. His attention was drawn to a light that was swaying back and forth above the statehouse. He called Schriver and they watched it for half an hour and got tired and went in. Mr. Margraves says all they saw was a radiating light not unlike a locomotive headlight which appeared to be at a high altitude which swayed back and forth. Mr. Margraves does not think that it was a balloon, but an air ship.

1897 April 12 (Mon) Sterling, Ill., Evening Gazette, p. 1. (card 1)

THAT AIR SHIP / IT STILL CONTINUES TO SOAR. / Walter McCann, Formerly of Sterling, Photographs it in Chicago--Many Saw it Last Night.

Walter McCann of Rogers Park, near Chicago, son-in-law of T.G. Wright of this city, claims to have photographed the famous air ship at 5:30 yesterday morning. McCann, who was formerly a member of the Chicago police force, is now a newsdealer at Rogers Park and his place of business is near the Northwestern tracks.

Mr. McCann tells his story as follows to the Times-Herald, in which is a picture of the ship as photographed.

"I had read for several days about the air ship," said he. "I laughed over it and was skeptical on the subject. This morning at 5:30, when I arose to attend to my usual work of receiving the newspapers from Chicago and making my deliveries for the day, I saw a strange looking object in the sky coming from the south. It looked like a big cigar. It came nearer and I saw at a glance that it was not a balloon. Quick as a flash I realized it was the much talked of airship. My boy won a camera not long ago in a contest for getting subscribers to a paper. It was in the store, fifty feet from where I stood gazing at the object. I ran and got it as the think approached. The sky was clear. Conditions favored a good photograph. A plate was ready. I ran to Greenleaf avenue and Market street and got a good shot at it. With G.A. Overocker, whose attention was attracted to it, I ran down the Northwestern tracks and we got a second picture a few minutes later.

"E.L. Osborne and William Hoodless also saw the air ship. I am

no longer a magic. I distinctly saw the outlines of a man in the rear of the machine. He pulled a revolving rudder or some sort of contrivance which steered the course of the air ship. This strange invention came within 600 feet of the earth as near as I could estimate it.

"The lower portion of the air ship was thin, and made of some light white metal like aluminum. The upper portion was dark and long like a big cigar, pointed in front and with some kind of arrangement in the rear to which cables are attached. The pilot pulled these and steered the course from south to northwest. We watched the flight of the air ship until it went east and disappeared from view. I returned to the store with the plates, attended to my morning papers, and, with Overocker, finished proofs as soon as possible. I refused to accept an offer from a Chicago paper for the negatives. I think that time will prove that this is no fake. I've lived here too long to try and fool people I have no desire for notoriety. It's an air ship, and if you don't believe it, look at the picture and be convinced. I can swear that I saw the air ship. So can three other men here, whose word stands well in this community."

MANY PEOPLE SAW IT.

From various parts of the north side, Chicago, the strange aerial visitor was seen last night. Many people are willing to take oath that they saw it, and that it was not a star, comet, or anything of that nature. It appeared more like an electric light, changing color at times from white to red and green. Slowly it drifted across the sky, growing dim, disappearing and returning at intervals. Great crowds watched the mysterious light and marveled. At North avenue and LaSalle street a group of reputable citizens watched it for nearly an hour from the roof of Herman Fry's drug store. They are all willing to swear the light was something they never had seen before, and could not account for. When they first noticed it the thing was over toward the northwest. It gradually drifted in their direction, and appeared to rise higher and higher until it was lost to view.

STERLING CROWDS LOOK ALOFT.

In Sterling the people looked aloft Saturday night, and Sunday night many eyes were turned heavenward, though not in a spirit of devotion. The usual Saturday night gathering of people on the streets was enlivened by cries of "There she goes," and "Rubber neck." Gangs stood on street corners and looked at star eyed Venus until their eyes swam with tears, but the beautiful star twinkled serenely on and refused to move. Several people, however, say that they saw a moving light in the sky, some Saturday night and others last night. There is a good deal of room for imagination to ply along the constellations of profanity.

1897 April 12 (Mon) Streator (Ill.) Daily Free Press, p. 3.

The boys out at the Three I junction report an airship last Saturday night. They should boil their drinking water.

--That bright object seen in the sky this afternoon was not an air ship. It was the sun.

13.3. That air ship scheme is being exposed now. It appears that some jokers have been sending up paper balloons to which a pole was attached and on this pole two or three colored lights had been fastened.

14.3. The Ottawa Journal and Free Trader reporters fixed up a fake airship Saturday night, composed of a big paper balloon and a ball of cotton, the latter being set on fire and serving as a "headlight" for the ship, and started the "vessel" sailing away. Then they got to laughing over the joke and forgot to mention the great discovery and let Will (Haydy), of the Republican-Times, scoop them on their own trick. Now "Specs" is trying to show how he accomplished this fact, but the other fellows seem to have a "hoss" on him.

16.3. The indicators are growing much brighter every day for the election of the entire Republican city ticket. And this is no air ship dream, either.

1897 April 12 (Mon) Daily Record (Maysville, Ill.), p. 4.

The Air Ship.

The dispatches are filled with accounts of an air ship that has been seen at night hovering over towns in Iowa, Kansas, Nebraska, Missouri and Illinois. The mysterious apparition has been seen by residents of Chicago and Kankakee and is liable at any time to visit this vicinity. It is described as a dark, cigar shaped body, 50 feet long and 6 to 10 feet in diameter, with wing-like attachments on the side. The top is capped by a balloon like bag attached to the lower part by ropes. At some points only the lights were visible, but always at least one powerful light, floating in the air below the clouds, thus dispelling the theory of many that they are stars.

Max L. Rosmar, secretary of the aeronautical association, declares that the apparition is an airship. He says that he knows one of the three men who are in it. He says that they have discovered the secret of aerial navigation and that they are adopting this method for free and unlimited advertising. He claims that he was informed several weeks ago that the craft had started from San Francisco and would end in Washington, after hovering over all the towns of any size in order to arouse public interest in aerial navigation.

1897 April 13 (Tues) Daily Pantagraph (Bloomington, Ill.), p. 5.

Discussed the Airship.

--A number of Bloomington people turned up yesterday who claimed to have seen the airship, noted in the Pantagraph yesterday morning, on Sunday. The direction it followed is not stated the same by all of the witnesses. The Chicago papers have long accounts of the appearance of the aerial visitor at Rogers Park, and also at Milwaukee and other places. At Milwaukee it is claimed the ship was seen by 1,000 people.

The matter was pretty generally discussed about town yesterday, and an agreement was reached that there was something unusual going on in the upper regions, but the exact nature of the object alleged to be attracting attention at so many points was not determined. Some people think it is an expedition from the planet Mars and that they have thus far been unable to effect a landing.

April 13, 1897 Chicago Record (Tues) p. 2

Green Bay Airship a "Fake"

Imagination of the Public Worked Upon by Some Practical Jokers. / Special to Chicago Record.

Green Bay, Wisconsin, April 12.--The wonderful airship seen above this city Saturday night proves to have been simply a huge practical joke worked on the unsuspecting public. It consisted of a large hot-air balloon with a rod across the bottom, to which were attached two Japanese lanterns. It was sent up about 9:30 o'clock by several well-known residents, and to those who were not "on the inside" it looked like a veritable airship. Many claimed they could see the body of the thing, with rudder and wings. It caused intense excitement. A suburban resident now has the remnants which landed in his yard about 10:30 o'clock.

Rock Island, Illinois, April 12.--Hundreds of people stood on the streets for half an hour to-night and gazed at an object in the northwest which appeared to be moving, and which they believed was the airship. James Kerr, a Rock Island farmer, says he saw the ship at 8:30 o'clock this morning.

Elkhart, Indiana, April 12.--A large number of persons claim to have seen an airship passing over this city between 10 o'clock and midnight last night.

1897 April 13 (Tues) Daily Republican (Decatur, Ill.), p. 1.

AIR-SHIP BEATS A TRAIN / Burlington, Ia. (Engineer Bullard...)

Observed at Moline, Ill.

Moline, Ill., April 13.--The airship was seen passing south over Rock River, a few miles south of the city, about 18:30 o'clock yesterday morning, by a number of farmers. Benjamin Carr, a prominent farmer, avers that he saw it quite distinctly. He describes it as having a cigar-shaped body or hull, apparently about 15 feet long, with large winglike projections on each side. It was at a great height and was moving rapidly. The mysterious lights were seen distinctly by a number of citizens about midnight Saturday, hovering over the tri-cities and then passing off to the northward.

Seen at Lincoln.

Lincoln, Ill., April 13.--This community was worked up to a high pitch last night about 8 o'clock by the appearance of a moving contrivance in the heavens supplied with white and green lights. It was about 2000 feet high, above the clouds, and moving northeasterly, when it changed its course, going toward St. Louis. More than 200 people saw it, and many claim it was the airship so much talked about.

1897 April 13 (Tues) Evening Telegraph (Dixon, Ill.), p. 5.

Suburban Sightings. / Harrison. / April 12.

Last Friday night in the northwest about 45 degrees above the horizon our citizens were attracted by a light which at first some thought a star, but after a time came to the conclusion that it was not, the next theory was that it was the light of an airship. There were many who saw it and watched it until it disappeared.

10.4. Chicago Reporters See Things. The Nebraska airship has made its appearance in Chicago. We have considered it very strange that Chicago newspapers should permit Omaha editors to scoop them so completely as has been the scoop by the woolly west reporters in that air ship business. However, the windy city editors have at last wakened and "got into" the air ship racket. They have [spied] it in Chicago, right over the city on the north side and west side and it, "very like a whale," such as the good Polonius saw to please Hamlet.

12.2. Hawkeye fake.

8. The aeronaut who escapes the vigilance of the people of the great northwest these night will have to keep his machine dark.

12.8. Venus low down in the northwestern sky looks like the headlight of an engine 3 miles away. Many of our citizens watched it Saturday evening thinking of the airship.

13.1. McCann has a photo.

8. They Push the Fake Along. This is bringing the fake business down to a fine point. A man in Chicago took a snap shot at the air-ship and good a good negative, and a newspaper of that city has printed a copy of what it says is the photograph. We have believed all along that Chicago newspapers and Chicago energy, cheek and gall would scoop Omaha on the airship excitement before the thing ended. We do not hesitate to prophesy that the air ship navigator, probably an aerial old skipper from the Moon, will be lecturing in Chicago on incidents connected with his trip to the earth as soon as he catches on to the dialect of that city.

1897 April 13 (Tues) Galesburg, Ill., Evening Mail, p. 1.

IT IS ALL A DELUSION. / Prof. Thwing of Knox College Has a Definite Opinion About the Supposed Airship. / There was a lot of excitement around the Santa Fe depot last night, caused by the appearance of the mysterious air ship. Bay Norton was the first to see it, about 8 o'clock, and the news spread. In a few minutes there were fifty people on the station platform to see the sight. The light was brilliantly white, and seemed to be in the sky about midway between the west and north. No colored lights were to be seen with the white light. The light moved up and down and in an ir-

regular course, and could be seen going slowly north. Suddenly the light failed altogether, and nothing more could be seen of it.

An Evening Mail reporter this morning saw Prof. Thwing, instructor in astronomy at Knox college, with reference to the supposed air ship, which is said to have passed over this city last evening. Prof. Thwing said that in his estimation the air ship was nothing save a fire balloon which had been sent up by some practical joker. He stated that he had not seen anything, either from the observatory or from his home, which would lead him to think that an air ship was sailing about the country.

"From the reports which I have heard," he said, "there is no doubt in my mind that the object which is at present interesting the whole country is not a planet."

The theory advanced by Prof. Humefsic of Chicago, that the light seen by many is the star Alpha Orionis, Prof. Thwing seems to doubt. The only possible explanation for the phenomenon if it is a planet, is that it is a comet, but the comet has many characteristics which are absolutely lacking in this strange-appearing object.

Prof. Thwing will be at the Knox college observatory this evening, and if any strange movement takes place in the heavens he hopes to see it.

In conclusion the professor said that he believed the day was not far distant when an invention would be made by means of which people would be able to pierce the unknown regions of the air, which have not yet yielded up their secrets to the overland traveler.

A telegram from Burlington to a Chicago morning paper says: "Engineer F.L. Bullard, on engine No. 590, of the fast mail, says he saw... 1897 April 13 (Tues) Lincoln (Ill) Wkly Courier, p. 8. (card 1)

WAS IT THE AIRSHIP? A Strange Thing Seen In the Western Heavens. / A Huge Head Light Seen on a V Shaped Contrivance Moving at a Surprising Rate of Speed--Seen by Hundreds of Excited People. / The country has been excited and astounded for a week past by reports of a mysterious craft navigating the blue dome of heaven. There have been many queer stories told. The imagination of some has been stretched to the utmost tension. Scientific men have differed and been puzzled. Some claim that it is a mirage; others charge it to imagination and more than one entertain the opinion that man has invented an air ship and is navigating space between earth and the heavens. The last named explanation is disputed as the contrivance has not been known to land anywhere for fuel or supplies, nor has the starting place been discovered to establish its human origin. Such an important invention or such a hazardous voyage could not be undertaken in this country without the word being flashed over the wires and the world told of the wonder. There is another class who claim it as an expedition from Mars sent out to investigate the earth and its people, but this theory cannot be supported, for the distance from Mars to the earth is so far that according to a description of the craft it would not carry sufficient supplies to make the trip. Mars is the fourth planet in size and the claim is frequently made that it is inhabited.

At the dawn of christianity signs appeared announcing the coming of Christ. Holy scripture has said that the approaching end of the world will be told by the appearance of a blazing cross in the skies.

It may be that the mysterious air ship is notice of another achievement of man by which the air will be cleaved and distance reduced to a trifle. It has been promised that an invention was pending by which 150 miles an hour could be made. Whether human or supernatural, curiosity and interest never were so intense. The superstitious predict dire disasters and tell that it is a warning of the coming of another flood, and if the world wishes to be saved it must resort to vessels. This explanation is very plausible considering the copious rains and the prevailing floods along the great rivers.

Seen by Lincolnians.

Monday night the mysterious air ship which has been seen in Nebraska, Iowa, Illinois and Wisconsin, paid a visit to Lincoln. The hour was eight o'clock, clouds were heavy, lightning flashing and rain pouring down. More than fifty people stood on Pulaski street and whenever the lightning flashed and the clouds separated they could see a moving light in the western heavens moving northeast.

John Fitzgerald, Fred Reinhardt and Louis Kief probably obtained a better view of it than anyone else. Mr. Fitzgerald declares it came toward Lincoln with a headlight as large as an arc electric lamp, that the headlight was in front of a V-shaped object, that the course was suddenly changed and the light became green and then disappeared behind the clouds. It was moving rapidly.

Reinhardt's hardware store was still open. The flashing light caused them to think it a fire. They ran out the back way and obtained a fine view at times when the clouds permitted. They did not see anything like a ship but are certain it moved very fast.

The C. & A. operator telegraphed from Williamsville about 8:25 to be on the lookout for it, that it was moving in a southwesterly direction, and shortly thereafter it was seen again.

A sensational report was in circulation the next morning that the airship landed near Williamsville and then suddenly ascended faster than a pigeon could fly. As Williamsville is a prohibition town the story is questioned.

Patrick Healey, S.R. Moulden, A.H. Mathoin, Adam Denger, Leo Lehrberger, George Scheid, Will Ogle, Jeff Davis and many others vouch for the appearance of the moving light so there is no doubt but what it was seen here.

Seen in Other Places.

Ferguson, Mo., April 12.--A big fire balloon, air ship or something of the kind was seen west of here at 8:30 p.m. by a number of people. It disappeared moving rapidly north.

Elgin, Ill., April 12.--The air ship was plainly visible from Elgin to-night in the southeast. It moved as a light would attached to

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a kite and was not at a great altitude. Many saw it.

Burlington, Ia. April 12.--Engineer F.L. Bullard...

Rock Island, Ill., April 12.--Hundreds of people stood on the street for half an hour tonight and gazed at an object in the northwest which appeared to be moving and which they were led to believe was the airship. Some of them are still convinced that they saw the now famous aerial navigator, but the illusion was a planet which was given the appearance of being on the move by the motion of the clouds above it. James Kerr, a Rock river farmer, says he saw the ship at 6:30 this morning.

1897 April 13 (Tues) Ottawa, Ill., Journal, p. 3.

A GREAT "SCOOP." / A Bait Thrown Out by Three Newspaper Men--Is Gobbled by a Fellow Craftsman.

GREAT SCOTT! DID we get a scoop on them at last! exclaimed the city editor of one of our contemporaries last evening when he discovered that no other paper had an article about the mysterious air ship passing over Ottawa.

The wily editor had labored hard on the article. He had no less than a dozen interviews with people who claimed to have seen the aerial wonder. All described it as passing very rapidly towards the southwest, the direction the wind was blowing on that evening. There was a little difference of opinion as to the time of seeing it and of the color of the light. This writer noted carefully and gave the alleged exact words of those interviewed.

In closing he stated that "high over the tallest buildings of the city a strange light gleamed and moved and was stared at by thousands of people in the streets and on housetops, who said it was the Kansas airship."

There were three people who the reporter avoided during the day, for fear that they might possibly be mind readers and steal his "scoop," that could have given full particulars of the mysterious aerial monster, both as to its construction and to the method of sending it from terra firma. These three gentlemen were M.J. Farrell and W.O. Dunphy of the Free Trader and W.J. Parrott of The Journal. They had secured the airship, which was a green and white paper balloon, at Gopen's drug store Saturday evening and sent it up from Columbus street between 10 and 11 o'clock. The strong wind carried it rapidly in a southward direction and those who got a glimpse of the "monster" were not able to ascertain what it was, but believed in keeping up with the procession and scattered the news broadcast that they had seen the mysterious airship.

The idea of getting "scooped" when we assisted in furnishing material for the article is hard luck.

1897 April 13 (Tues) Quincy Daily Herald, p. 3. (card 1)

A VISIT OF THE AIRSHIP. / Con. Barry Had an Encounter Last Night. / He Gains a Good View of the Interior of the Airship and Describes All He Saw--An Electric Piano Furnishes Strange Aerial Music at All Hours.

Cornelius Barry, the distinguished statesman and philosopher of Melrose, had a fine view of the airship last night. He was sitting in his library reading the works of Confucius when suddenly a light of marvelous brilliance crossed the page. Dropping his imported cigar he hastened to the conservatory, and there, through the vaulted crystal roof, he clearly beheld the lines of the aerial wonder. In the bow was a huge electric search-light and the operator held this on Prof. Barry until he thought he was in a flambeaux procession. Then a hoarse voice exclaimed: "Wie gehts bei Ihnen!" and the ship slowly rose and passed over the Bryan pole at the corners. Con grabbed his shot gun and followed. Half a mile farther on the ship let off a cloud of steam and slowly nestled to the earth. The venturesome Barry crept up and saw that the passengers consisted of two men and a beautiful girl. The cabin of the ship was brilliant with electricity and

a colored man in a white duck suit was serving supper on a spotless banquet table. An electric piano furnished lively music and the car was radiant with silver and polished brass. One of the passengers was a venerable man in a Turkish costume. He had a white beard which streamed to his girdle and he amused himself by feeding whole coconuts to a huge pink baboon which sat on the piano and had large gold rings in its ears.

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

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

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

Then Con crossed himself and fainted.

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

/DR. LESLIE E. KEELEY, / OPIUM HABIT CURED / IN TEN TREATMENTS. /

Conductor Malley and Napoleon Bonaparte Richardson, the Wabash baggage man, both saw the airship from their train last evening. They first saw it near Perry Springs, and it was slowly moving west. Richardson says that it was made of aluminum in the shape of a huge cigar, and that it had things on the side resembling wings. At one time it sank so low that he could distinctly hear and accordion playing "Just Tell Them That Youx Saw Me."

Al Curry and George D. Brockman, of Mt. Sterling, and a negro

named E.W. Watts also saw the aerial monster at the same time. Hon. F.W. Rottger, station agent at Mt. Sterling saw the mysterious nocturnal wanderer and reported it to his headquarters. Postmaster Davis says that it grazed the Presbyterian Church as it passed over the town Hannibal, Mo., April 13.--The mysterious cloud-dweller stopped here last night to take on air. An anchor rope trailing behind ~~knocked~~ knocked off Will Watson's hat, and when he shouted a remonstrance soon one leaned over the side of the vessel and threw a beer bottle at him. The bottle is now on exhibition at the Park Hotel.

Camp Point, April 13.--Nevade Snyder's divorce suit is overshadowed by news of the airship. Deputy Sheriff Roth saw it west of town last night evening. A rope ladder was let down and a man descended it. When he came to a tree he swung off and disappeared in the darkness. An hour later Sam Wallace was seen on the streets. There's some mystery here.

Jacksonville, April 13.--Undoubtedly what is a huge airship passed over this city last night. It moved west at a deliberate pace and lowered a siphon on reaching the railway tank. It seems that they ran out of clouds on their journey. The ship looks like a regalia cigar done up in tin-foil. All the seminary girls left their windows unfastened last night.

1897 April 13 (Tues) Quincy Morning Ship, p.3. (CARD 1)

IT WAS THE AIRSHIP SURE. / Hundreds of Persons Saw It Over Quincy. / WHOLE COUNTRY EXCITED. / Scientists Looking for the Mysterious Stranger--Bloomington Sees it in Daylight--Interviews With Eminent Astronomers--More Descriptions of It. /

Any number of reliable witnesses were found Sunday and yesterday who declared they had seen the airship which passed over Quincy shortly after 11 o'clock Saturday night, and quite a number of telephone messages were received at this office from persons who desired to collaborate the story of the presence of the mysterious stranger. One man declared that he had not only witnessed the thing, but heard a distinct whirring noise as it passed over the city. A farmer in Melrose, living four miles south of the city was in town yesterday and stated that he was sitting up with a sick child Saturday night, and happening to look out of the window saw the air ship as it hovered in the air south of the city. He hurried out of the house and got a good look at it. He said it did not appear to be more than 200 feet above the earth at that time, and he could plainly distinguish its form. His description tallied exactly with that given by others who saw it and which was published in The Sunday Whig. The visit of the aerial navigator was the talk of the town, and while some were inclined to scoff, with so much corroborative evidence from reliable witnesses it is impossible to doubt that it was really an airship that was seen.

Scientists and astronomers all over the country have become deeply interested in the airship and are trying to find out more about it. A dispatch from St. Louis says:

"Telescopes at Washington and at St. Louis universities swept the sky from zenith to horizon in a northwesterly direction last night and the professors at these institutions endeavored to solve the mystery that is now puzzling the central west.

It is the general belief that an airship is floating over the states of Missouri, Illinois, Iowa and Kansas. This belief is entertained by men of scientific attainments as well as those not so well versed in the field of natural philosophy.

The rumor that a strange aerial body had been seen became current a fortnight ago and was laughed at. It was repeated and wise men...

The Trenton (Mo.) Republican says the airship was seen by a number of persons in that vicinity.

Bloomington, Ill. ...

1897 April 13 (Tues) Rock Island, Ill., Argus, p.3. (card 1)

SAW SOMETHING. / People Attracted by a Light in the Heavens. / THINK IT MYSTERIOUS AIR SHIP / A Possible Astronomical Explanation--Passengers on a Train, Including General Manager Brown, Watch it for 40 Minutes.

People who were down town last evening congregated along Second avenue and gazed for half an hour at a strange light in the northwest which many were convinced was the mysterious air ship. The object, which appeared to be much nearer the earth than any of the planets, and the light, because of its close proximity was more like an arc electric globe, seemed to sway gently the more intently it was observed, and eventually it disappeared as mysteriously as it came. Swift, fleeting clouds were moving across the sky at the time, after the lull in the storm, and were massing for the subsequent attack of thunder, lightning and rain. There were people skeptical enough to declare that the unnatural light was simply one of the larger planets--some said Venus and others Jupiter--and that the gathering clouds gave it a more piercing appearance and more than that contributed to the idea that the heavenly body was moving instead of the clouds, the illusion being the consequence of fixed stare upon the object. The same deceptive effect is produced in gazing at the moon over whose face clouds are moving, or of standing on a boat that is pushing from the shore and imagining that the bank is retreating, or of sitting in a car close to a moving train on another track and feeling that the one containing the occupant is going, too; whereas it may be stationary all the time. But this is only one theory in explanation of the aerial visitor of last night. There are others, and many of them, who are positive that they saw the outlines of the ship and perceived more than one light and that the illuminating forces were not all one color.

Passengers coming in on both the Milwaukee and Burlington roads had observed the strange object for some miles. Charles McHugh, who

returned from Delavan on the C., M. & St.P., said his attention was called to it at Fulton, and that there and at Clinton the people were greatly excited. All the way down to Rock Island the light was watched with extreme interest. On the Burlington the passengers first observed it at Sterling. Among them was General Manager W.C. Brown. Mr. Brown is a reticent, conservative man. "Yes, we saw an unusual light in the northwest," he said, "and looked at it fully 40 minutes in traveling down this way, but whether it was a planet or something else I am not enough of an astronomer to explain. I do not think I ever saw it before; at least it did not impress me before. If it had a tail it might be considered a truant comet, and yet the absence of the tail might be explained in the fact that the body is coming directly toward the earth. I have formed no convictions as yet as to the existence of an air ship."

The Scientific View.

So far scientists throughout the country have added no light to that which has of late illuminated the firmament and caused so much amazement and concern. An Argus representative attempted today to find the local astronomical and meteorological authority, Prof. Richard Mansill, in order to learn if he had been giving the strange visitor any attention, but the professor was out of town.

Two young barristers planned a trick to fool the unsuspecting who have been considerably worked up over the air ship. They called at an uptown store and asked if they could look over some balloons--those kind the boys send up on Fourth of July night. But the merchant had none. The lawyers were apparently much disappointed, as they were all smiles and chuckles when they entered.

1897 April 13 (Tues) Rock Island, Ill., Union, p. 5. (card 1)

THE AIR SHIP. / Rock Islanders See the Navigator of the Skies. / The Apparition Seen by Many in this City on Monday Evening--Wm. Carr, a Rock River Farmer, Saw the Ship in Broad Daylight. /

Rock Islanders heretofore have not taken a great deal of stock in the air ship which was reported to be cavorting about the skies in various Northwestern states, but the number of skeptics was reduced by many hundred, perhaps several thousand persons, who on Monday evening saw the strange aerial visitor with their own eyes. The apparition was first noticed about 8 o'clock, and was moving from the southeast in a northwesterly direction. What attracted people's attention was a light, which compared in brightness and size with the stars which were visible, as an immense arc light would. The body of the air ship, if such it was, was not visible owing to the darkness and the high altitude at which it was sailing. Most people who saw the light, are ready to affirm that it proceeded from a machine directed by human agency. They infer this from the eccentric or oscillating course pursued by the heavenly navigator, and also from the fact that the light was not of the same intensity at all times, and finally disappeared. Several hundred were gathered along Second avenue, and for a few minutes were able to observe the light without trouble. Then as it progressed in a northwesterly direction, the buildings on the north side of the avenue obscured the view, and men raced down to the river front to obtain a point of vantage. The light was in sight about 15 minutes, and finally disappeared so suddenly as to suggest that it had been shut off by the man in the ship.

Among those who saw the strange visitor was the Hon. E.W. Hurst, and several other ladies and gentlemen residing on Sixth avenue. Mr. Hurst was armed with an opera glass, and while not prepared to say that the light proceeded from an airship he does not see how the appearance can be explained on any other hypothesis. Beside the bright light already described, Mr. Hurst says, he and others who surveyed the sky with the aid of the glass, noticed that the ship or celestial visitor to this mundane sphere, was followed by a faint trail of light.

Another confirmation of the correctness of the information coming from all directions is ~~xxx~~ furnished by General Superintendent W.C. Brown, of the Burlington system, who came in from Chicago shortly after 8 o'clock on a special train. He saw the light all the way from Denrock to Rock Island. The first person on the train to notice it was the brakeman, who called the attention of the people in the car to it. They all proceeded to the front platform of the car, and until the train reached Rock Island the gaze of everyone was riveted on it. Mr. Brown's description of the light and its peculiarities coincides with that given above. He is not quite prepared to believe that a practicable airship has been perfected, and inclines to the belief that the light emanates from some celestial body which has for some inscrutable reason been deflected from its natural orbit.

In addition to all this it remains to be said that one man saw the airship in daylight. That man is William Carr, who lives on Rock river, between the Tower and Prospect park, and ~~delivers~~ delivers milk in Moline. Mr. Carr is a reliable man, and he declares that he saw at about 8:30 on Monday morning going over his place in a southerly direction at a terrific rate of speed and at a great height. (sic). It was rectangular or funnel-shaped in its outlines and had two large ~~arms~~ arms, one on either side.

1897 April 13 (Tues) Sterling, Ill., Pve. Gazette, p. 4. (CARD 1)

"KINDER QUEER." / A TRUE STORY OF THE AIR SHIP / Which Is Not True but Gets There Just the Same--Lanark Gets Terribly Excited.

A Lanark paper says the air ship landed in that town Monday and tells the following story: The airship which has attracted such universal attention, landed at Lanark at 3:35 this morning.

The first intimation the people of this city had of its coming was when the night operator at the telegraph station was startled by a terrific noise.

At first he thought a cyclone had sprung up, but upon peering out of the window he discerned a monster object slowly descending to the ground. Its immense wings wafted gently up and down. It reached

earth without a jar, save that the rudder demolished a wing on a frame house.

The operator rang the fire bells and soon every inhabitant in the city was out. At first they were terror stricken, but it soon dawned upon them that the monster object was in reality an air ship.

Soon after its landing a man not more than two feet in height came out of the ship. He wore an immense board of a pinkish hue and his head was ornamented with some ivory like substance. He was heavily clothed in robes resembling the hide of a hippopotamus. His feet were uncovered near the ankles, but lashed firmly on the soles were two immense pieces of iron ore. About his neck was a string on which were 234 diamonds.

When asked where he came from he made no reply, being apparently deaf.

He said nothing and made motions, indicating that he wanted something to eat or drink. He drank two bucketsful of water and ate three sides of bacon, after declining to take ham, which had been tendered him.

A short time after three other persons similar in stature and similarly attired came out of the air ship by means of long peculiar ropes, which reached to the ground. They could not speak or hear. One carried a staff of gold.

A CORRESPONDENT'S STORY.

A correspondent gives a most complete account and a somewhat different version of the affair, as follows:

Lanark, April 10.--This community is terrorized by the strange events of last night, which were of such a nature that your correspondent did not recover his wits sufficiently to send the particulars until this afternoon. The facts are these: This morning about 4 o'clock a terrific explosion was heard and the people hurrying to their windows saw a bright ruby light shoot up to the sky like the flame of a Broddinmarian torch. Huddling on a few clothes and hurrying through the snow storm in the direction of the light, which gradually grew dimmer until it settled to a glow about as strong as the ordinary arc light, half a hundred men, among whom was your correspondent, discovered near the home of Johann Fliegeltoub, the wreck of a ship for aerial navigation, and saw an excited individual, clad in strange raiment, shouting hysterically in an unknown language at the frightened members of the Fliegeltoub family, while nearby lay two masses of mangled flesh and broken bones that had once been human beings.

The wrecked airship was ~~xxx~~ about one-third buried in the ground. It was cigar shaped and made of aluminum, about thirty feet long by nine feet in diameter, and the steady red glow came from an immense electric lamp. There were four side and one rear propellers on the machine, with a fin-like projection above it, evidently the rudder. An immense hole was torn in the under side of the ship, showing that an explosion had occurred, caused probably by a puncture from a lightning rod on the Fliegeltoub barn, as one of them was slightly bent.

The strange creature who escaped from the wreck, is now unconscious. He or she is garbed after the fashion of the Greeks in the time of Christ, as shown by stave costumes, and the language spoken was entirely unknown to any one here, though most people are familiar with high and low Dutch, and even one or two know something of French or Spanish.

The remains of the two persons who were killed were taken to the Fliegeltoub barn and straightened out on boards. /

LANARK, April 12.--The great excitement that has prevailed here since the wreck of the airship has been intensified by subsequent events until the inhabitants are now in a state bordering on frenzy, I myself being the only one here who has a head clear enough to detail the wonderful occurrences of the last forty-eight hours.

Fortified by past experiences in reporting for the press miraculous happenings all over the world in decades gone by, I accepted the assignment here without any misgivings, and arrived on a hudd car late Saturday afternoon. I found the town almost deserted.

When I arrived at the Fliegeltoub place, I discovered that with an eye to business, Herr Fliegeltoub had posted guards all about his place and was charging an admission fee of \$1 a head to the barn yard where the wrecked airship lay. I found a large crowd gathered about the odd looking craft, gazing upon it in awed silence, the powerful lamp that still burned on the stern of the ship throwing a ruby light on the rims of faces that were pale from suppressed excitement.

After looking carefully at ~~xxx~~ the wreck for a few moments, I began to feel the effect of the situation upon my nerves and just to steady them a bit I pushed up my left sleeve and with a hypodermic syringe, gave myself a grain and a half of morphine, and also swallowed three one grain cocaine tablets.

In a short time I regained my usual calmness, and made a minute inspection of the airship, examining its construction and mechanism carefully.

The general appearance of the machine and its dimensions were accurately given by our local correspondent. The hole in the underside was not large and looked as though it might easily be repaired. The interior was divided into four apartments, one large room containing the machinery of the ship, the principal part of which was a powerful electric dynamo, and there was also a tank of air compressed into a liquid. Two of the other apartments were fitted up as sleeping rooms and a third was a bath room. There were many bottles of little pills in a cabinet, evidently condensed food.

After viewing the ship I started to the house to see the surviving navigator, taking another injection of morphine and a few more cocaine pellets before entering the room where ~~xxx~~ he still lay unconscious. I found the unknown wanderer lying on a lounge. He was about medium height and of athletic build and an extremely handsome face. He wore a white tunic reaching to his knees and on his feet were sandals

strapped with tin-foil wrapped braid. The tunic was embroidered with a coat of arms over the breast, a shield with a bar sinister of link sausages and bearing a ham sandwich rampant.

A few minutes after I entered the room he awoke and sat up. Immediately everyone fled from the room except myself. After looking around for a minute he said in a language that I at once knew to be Volapuk, "Where am I?" "Near Lanark on the earth," I answered, and he said he was glad to be there and asked how it happened.

I explained the circumstance to him and we had a long conversation a report of which I reserve for another dispatch, but in brief he told me that he and his companions were an exploring party from Mars, who had been flying about over this country for some weeks.

About midnight he expressed a desire to see his wrecked machine and I went with him to visit it. When he saw the hole, with his fingers he bent the torn metal into its proper position, and stepping inside brought a pot of pasty looking stuff, which he spread over where the rent had been. He then ran hastily to the barn, picked up the bodies of his companions and carried them to this ship. Stepping inside he pulled a lever which set the propellers whirring, and the machine dragged itself from the ground. The operator then reversed the machinery, and shouting a farewell to me slammed the door and the air ship rose rapidly into the air and finally disappeared into the night, though the red light was for a long time visible.

The crowd was awe-struck by the proceedings. 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 haasheesh to get in condition to write this dispatch.

1897 April 13 (Tues) D. Breeze (Taylorville, Ill.), p. 1.

What Is It? /

Editor Breeze--In Monday's issue mention of the air ship is made which is now attracting the attention of the public and the press. As newspaper men are largely depended upon to run down sensational rumors, will you kindly relieve the agony of minds in your readers by further explanation. A few centuries ago signs and wonders were common. Elijah went to Heaven in a chariot of fire. Balaam's ass spoke. Joshua commanded the sun to stand still. Phantom ships of passengers came down close to the earth and talked to the natives, but none of these miracles are as a drop of water in a flood as compared with this thing. It has a tail like a mad duck and wings like a stork. Signal lights against rear end collisions. The phantom ships could, by anyone with a fair sized jag and stretch of irascination, be seen in daytime, but this aerial monstrosity, 50 feet long, 10 feet through, balloon over it, Ferris wheel car under it, can hide for weeks where a wild goose can't light in daytime without being shot at. Where does this bird roost in the daytime? Is it the spirit of P.T. Barnum or the devil?

CORRIDOR ENQUIRER. /

Saw the Air Ship. /

Mrs. W.E. Andrews, wife of Prof. Andrews of the high school, enjoys the distinction of being the first person in Taylorville to see the air ship that is now attracting such wide-spread interest in central and northern Illinois. She is an enthusiast on aerial navigation and during the absence of her husband Monday evening she looked skyward for the nocturnal bird. Finally she observed the red and green lights floating in the heavens and notified the family of C.E. Evans, living next door. When the Evans appeared the air ship could not be seen, having disappeared while Mrs. Andrews was calling her neighbors to witness the latest triumph in navigation.

Today's dispatches are to effect that it was also seen at various times during the last 24 hours at Burlington, Iowa, Moline and Lincoln, Ill. Between Chicago and the former place it distanced a fast rail, and the engineer claims that it traveled 150 miles per hour.

1897 April 14 (Wed) Alton Evening Telegraph (Ill.), p. 3.

THE "AIR SHIP" / Seen in Alton Last Night. /

Altonians who happened to be awake and on the lookout for the "air-ship," which has caused so much comment the past week, had their curiosity gratified last night by a glimpse of this aerial phenomenon, whatever it may be. It made its appearance in the west at 3:30 a.m., and was visible for about 15 minutes. Mr. Peter Demuth, of Apple street, had been watching for its appearance, and arose frequently during the night to look out. At about 3:30 o'clock he saw a bright light in the western sky. He immediately awakened the remainder of the family, and it was plainly seen by all of them. It first resembled a tub in shape, and then seemed to change to an egg shape.

Rev. Irlx Hicks says the "air-ship" is nothing more than the next planet Venus, which at the present time is fast approaching the earth or overtaking it.

1897 April 14 (Wed) Canton, Ill., Daily Register, p. 8.

THAT AIRSHIP. / Many People in Canton Saw the Thing Tuesday Night.

The output of the Canton drunk factories is evidently no better than that of any other ~~xxxx~~ place. While Pekin, Galesburg, Chicago, Galena and other suburban towns have been witnessing the nightly gyrations of the famous airship, Canton people have been exempted from the mysterious influences that seem to pervade the atmosphere. That is, they were exempt until Tuesday night. Then the change came. We are no better than our neighbors. Several people saw the airship about eleven o'clock. It was going in a northerly direction, displayed yellow and red and green lights and looked like a cross between a section of pneumatic tire and an incomplete study and in black and white of a storm at sea. Some of those who saw the mysterious thing declare that there were two or ~~xxxx~~ three of him. Many assert that the thing carried with it a full assortment of burglars' ~~xxxx~~ tools and a search light, and appeared as though a desperate attempt was about ~~xxxx~~

to be made to locate Alderman Fingel's conscience. The motive power was said to resemble the pull of the "big three" councilmen with the mayor, although some thought it was not so substantial, but merely wind. Anyhow and anyway, the ship has been here, was seen and has gone. And anyone who has moved from one ward to another within the last 25 days loses his vote next Tuesday.

April 14, 1897 Chicago Record (Wed.) p. 2

Watch Airship for Miles. Many Illinois Towns See the Mysterious Object--Comes to Earth. / Special to the Chicago Record.

Carlinville, Illinois, April 13.--The so-called airship has been seen in this locality. From the description given by those who were fortunate enough to view it the impression given was that of a cigar-shaped boat with long oars projecting, and a canopy top. It was first sighted near Hillwood, at about 2:30 Monday afternoon, on the farm of Z. Thacker, about twelve miles north of this city. Three young men saw it descend, but before they could reach it it slowly arose and majestically sailed north. It was next seen by a party of miners at Green Ridge, at about 6 p.m., as it sailed by, settling down in a cove one and a half miles north of that place and about two miles south of Girard. The night operator of the Chicago and Alton, Paul McCraner, says he was sufficiently near to see a man step out of the ship and repair the machinery. At Sherman, thirty-two miles farther north, it passed over at 8 o'clock, and later at 8:45, it was seen higher in the air by residents of Williamsville. Some claim they saw on the front end a banner bearing the letter "M." At Green Ridge tracks covering a large space showed where the ship rested while being repaired. The operators along the line of the Chicago and Alton wired ahead to each operator to be on the lookout and watch the direction and note the rate of speed.

Cabery, Ill., April 13.--This village, twenty-three miles south of Kankakee, saw the airship tonight at 9:30 o'clock. It moved at an extremely rapid rate in a southeasterly direction, displaying a dull red light. The idea that it might have been a heavenly body is precluded by the fact that the sky was overcast and not a star in sight. April 14, 1897 Chicago Record (Wed.) p. 5 (letters) (card 1)

Aerial Navigation.--My observation leads me to conclude that there is a widespread interest among all classes of people concerning the but little understood subject of aerial navigation. It is not commonly known that there are a great many men, of varying attainments, who are intelligently seeking a solution of this wonderful problem. The results of a practical accomplishment of aerial navigation undoubtedly would involve great and revolutionary changes in human existence, and I submit a few ideas and propositions that not only may be of interest to reviewers generally, but possibly may help some one working to solve the riddle. In the first place, it must be understood that aerial navigation involves only a purely mechanical proposition. The whole thing is simmered down to simply the correct use of force. The man who can devise a motor of sufficient power and light enough construction holds the key to the mystery. Given the power to apply to a mechanism, it will be an easy matter to ascertain the proper design for a practical airship. The motor power must be great enough to lift and propel by use of screwmen the whole apparatus. There cannot be safely used any element of buoyancy such as a balloon. The balloon feature must be eliminated from the successful airship, as it would not only retard progress, but would make the thing a plaything of air currents. The aeroplanes must be absolutely flat and perfectly rigid, as any curvature or bagging of a plane would imply great danger of destruction no matter how strongly constructed. The propelling fans must be placed in front, so as to pull, not push. There must be vertical, as well as horizontal planes, to insure perfect control in steering. By a great many it is supposed that the laws of nature must be transgressed in order to accomplish aerial navigation; that some mysterious miracle must be performed, or that some now unknown and undiscovered force must be found to enable men to do this apparently wonderful thing. There has been all manner of speculation on the subject, but speculation does not generally end in practical accomplishment. The thing to do is to ascertain, as nearly as possible, the conditions under which aerial navigation is a possibility. Then strive to make a rational mechanical construction that will operate in harmony with the laws of nature. It is but a question of applied force and proper design. I have no doubt that there will be put into operation the next 12 months more than one successful airship. My experiments and the knowledge I have of others' efforts lead me to conclude that the world will soon accept aerial navigation as an assured fact. The whole social fabric is to be affected radically. I am constantly referred to the failures in the past to accomplish aerial navigation. I always answer: "You see that the birds still fly!" The conditions that will permit an animal by its own puny strength to propel itself with such wonderful grace, safety and swiftness through the air still holds out the assurance that greater power and greater intelligence will outstrip the bird in the air.

Chicago, April 12. J. P. S. 1897 April 14 (Wed) Evening Telegraph (Dixon, Ill.), p. 4.

Airships Are Numerous. / A man need not be very full to see that our sky is filled with lightly floating airships of various sizes and varieties. Last evening they were flying about over Dixon at a lively rate. Not since the wonderful "Moon Hoax" have the people all over the country been so completely wrought up to a fever of excitement over celestial fakes. The Evening Telegraph has many communications by telephone and post regarding the airship excitement. William Rock, over in West Dixon,

informs us that he has the skeleton of one of the aerial vagrants now at his house on free exhibition. Hot-air balloons are as thick as stars, soon after dark, and men with fertile imaginations and impediments in their veracity see airships at all times of the night. A South Dixon poet came in today, as we were going to press, with the following:

Twinkle, twinkle little star, / How is we wonder what you are. / Up above our town so high, / Like an airship in the sky. / When the evening sun has set, / And lips with "mountain dew" are wet, / Then you show your little light, / Twinkling double all the night. / At eve your colored lights draw near, / At dawn they quickly disappear-- / With awful speed you rend the sky, / With equal speed the people lie. 1897 April 14 (Wed) Evening Telegraph (Dixon, Ill.), p. 5.

Suburban Sightings. / Lee Center. / April 14. A number of our citizens saw the light of the supposed "air ship" last Saturday evening.

Sublette, April 12. The mysterious airship was seen traveling northwesterly from us Saturday evening by a number of our citizens. One person expressed the opinion that it was the devil sailing around as an angel of light. An objector to that that theory asked, "If that is so, why doesn't he alight somewhere?" A pessimist replied, "Because wherever he has been he has found his followers actively at work in his cause, and sectarians fighting each other, instead of opposing him.

16.8. The airship was seen by many Amboy people Saturday and Sunday evening. There must be more than one or an airship was seen at the same time at Saint Louis; Burlington, Ia.; Plymouth, Lakehart and other places in Indiana; West Superior, Wis., and other faraway places. No one will deny the possibility of solving the problem of aerial navigation, but it will be brought about gradually. That first airship will not be ~~permanently~~ the perfected machine capable of long flights, miraculous rapidity of motion and power to remain in the air indefinitely. When the alleged airship shall finally land on terra firma, we may all go view it at close range.--Amboy Journal.

- 17.1. Winkle & Hulle.
15.1. A Chicago newspaper has a picture of the arsp taken from a photograph of the machine. That settles it so far as photographs being like the little boy, Washington.
19.1. Speaking of heirships, or arsp, ...new Carnegie baby has \$25-75 million.
May 4, 1. That was a very pretty strip of new moon displayed last evening; a very gracefully modeled arsp.
1897 April 14 (Wed eve) Galena, Ill., Gazette, p. 3.

Ancient the Air-Ship. The Dubuque Times has the following reminiscence (?): J.B. Howard, Jr., sent up a paper balloon Sunday night in one of the Galena parks and the entire population were sure they saw the airship.

This incident recalled to the mind of a well known Dubuquer a balloon ascension in this city in which J.B. Howard, Sr., was a big factor. The ascension took place where the archbishop's building on Seventh and Main streets now stands. The gas company was to furnish the gas for the balloon. "Jerry" Sr., was superintending the job of inflating the balloon. The time had arrived for the ascension to be made and some of the ropes holding the balloon were loosened. One of these came loose with a jerk and wrapped itself around "Jerry's" leg. Before he knew what happened the balloon shot upward and "Jerry's" leg went with it. He was about eight feet in space when the rope unwound, and "Jerry's" head first dive for mother earth was realistic. He undoubtedly remembers the interesting incident.

1897 April 14 (Wed) Monmouth, Ill., Daily Review, p. 1.

WAY UP IN THE SKY. / DOE Two Young Ideas Have-Some Fun With a Kite and Lantern.

The most realistic air ship of them all appeared in the north end of the city last night and after attaining an altitude of about seven miles made a dive for the southwest. There were thousands of people, more or less, on the streets, and every one of them had his head in the air. When apparently about over the corner of Second street and Archer avenue, the ship seemed to cast anchor (the boys had to put on another ball of cord), and stayed in that position for a long time.

The perpetrators of the joke were found to be Masters John McManara and Harry Skinner, who, from the rear lot, corner A and Boston, had put up a small kite with a Japanese lantern hanging to the tail. As kite-flyers these boys would put old Ben Franklin in the shade. His lightning arrester tail is no longer a wonder, for a couple of Monmouth boys have succeeded in making several people temporarily believe they had solved the aerial navigation problem by means of a kite. If the boys had as much fun out of it as the crowd did, they are well repaid for their trouble and expense of buying cord and other material. By an unfortunate accident, however, the kite string broke, and lantern and complete paraphernalia were precipitated to the ground. All the passengers jumped, it is supposed, and went up instead of coming down, as no remnants could be found this morning.

1897 April 14 (Wed) Argus (Rock Island, Ill.), p. 5. (card 1)

VISION OF VENUS / Prof. Mansill's Explanation of the Air Ship. / WHAT IS NOW MISLEADING. / More People Claim to Have Seen the Aerial Navigator--Also Witness Destruction of a Paper Balloon--A Chance Tonight.

Prof. Richard Mansill, Rock Island's authority on planetary science, reached home this morning, and to an Argus representative, who sought his views on the air ship phenomenon, stated that he had no views, in that he had given the subject no consideration. "Indeed," said the professor, "I have not looked for the strange object, and consequently have not seen it. I think the world has been deluded by

a vision of Venus. People are dreaming. Venus is the bright, particular star in the western firmament at this time. It happens every two years at this time of year that Venus becomes unusually brilliant, and while people not students of planetary science are not apt to be startled with the beauty of the planet, the more their attention is attracted to it the more they become impressed with the splendor of the spectacle which for years has feasted the eyes of astronomers. On the 28th of the month Venus will disappear and shortly thereafter will become a morning star. Then, I take it, the people will imagine they see an air ship in the morning.

"Another star that is attracting much attention now is Alpha, in the southwestern heavens. This illuminating body has adopted a peculiarly and particularly red shade, and this, too may have contributed to the excitement that is prevalent over alleged scientific discoveries."

Saw the Ship Again.

Passengers on the ferry, Augusta, coming from Davenport shortly after 8 o'clock last night were positive they saw the air ship. There were 25 on board and all gazed in wonder at a strange light, this time in the eastern heavens. The sky being completely overcast there was no opportunity to confuse the spectacle with stars, and all were satisfied they saw an illuminated moving object. Robert Solomon, of the Augusta crew, had the boat whistle blow a salute to the passing ship to keep to the right, but it disregarded the marine laws and failed to acknowledge the signal. Solomon afterward speaking of it said "the light appeared off in the east up the river. It seemed about the head of the rapids and moved swiftly in a southerly direction. Almost as we gazed it seemed to cross over the upper part of the Island of Rock Island, and out across the lower part of the line, and the exact end of Rock Island and finally disappeared in the south-east."

"Shortly after we observed a light rise suddenly in the southwest which soon sent up a sheet of blue and disappeared. That was plainly a hot air balloon started to deceive no ~~how~~ doubt, and eventually caught fire, but I feel confident that the first was the air ship."

As the prospects are not unfavorable to a clear sky tonight, the present positions of the planets as well as the opportunity to witness the unnatural spectacle should be better than was the case last night.

An enterprising young man sent up three hot air balloons on Twelfth street last night, but only one ascended far enough to be seen.

There are all sorts of funny stories in town today about the air ship having been in the outskirts of Rock Island Monday, and having been near Milan yesterday afternoon.

1897 April 14 (Wed) Rock Island, Ill., Union, p. 4.

THE AIR-SHIP AGAIN. / It is Observed a Second Night Over Rock Island, and Has a Changing Colored Light.

The air ship, or whatever the thing is that is circulating about in the air, was seen again about 9 o'clock on Tuesday night. The sky was cloudy and not a star visible. It appeared coming directly from the south at first and then shot off in the direction of east-south-east with wonderful rapidity, and continued steadily on that course until it faded from view. During its close proximity it shot out a bright red light which anon was changed to blue and then to red again and the blue was on duty when it was lost sight of. These color changes were made with rapidity though not with frequency. They suggested the screens that are placed before calcium or electric lights in a theatre to produce a glow of one particular color at a time--and they also suggested active human agency. There is nothing of the celestial in its wobbly movements, driven by a force that robs it of grace and ease and is distinctively terrestrial. It is really less of a wonder to imagine it the product of mechanical genius than a planetary body gone astray from its orbit and traveling without regard to air currents. Perhaps we may get an explanation in accordance with this speculation, in accordance with the following letter, said to have been dated at Omaha and received by Secretary Wakefield, now going the rounds of the newspapers:

"To the Exposition Directors: My identity up to date has been unknown, but I will come to the front now, that is, if you guarantee me 870,000 square feet of space. I am the famous air ship constructor and will guarantee you positively of the fact within a week. The air ship is my own invention and as I am an Omaha man, I wish it to be held as an Omaha invention. It will safely carry twenty 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."

This communication was written on a piece of plain notepaper, with out printed matter of any kind whatever which might throw any light upon the identity of the writer. He gave no address and his name does not appear in the last city directory. The amount of space he asks for is nearly thirty-five acres. The exposition authorities await his appearance with a good deal of interest on Saturday.

1897 April 14 (Wed) Springfield, Ill., News, p. 7.

AIR SHIP REPAIRED IN ILLINOIS / Alighted Near Girard While the Occupants Mended the Machinery.

Carlinville, Ill., April 14.--The report from authentic sources is that the airship, which has been seen at many different places the past month, was seen half way between the towns of Milwood and Girard at 6:15 Monday evening. When first seen it was descending, and was noticed by Wm. Street, Frank Metcalf and Ed Teeples and the telegraph operator at Girard. These men saw it alight, and a man get out and fix some part of the machinery. They started for the place where it had alighted, but when within a quarter of a mile it rose and disappeared from view in a northerly direction.

The ship was of enormous size, pointed at each end, and had wings on each side, while the top was covered with what appeared at some distance to be a canopy, like that used on a surry. There was a sign on the ship, but nothing could be seen plainly except a large "H." The ship rose to a great height. When the parties arrived at the place where it had alighted in the field, there was clearly seen the footprints of a man who had been walking around, evidently those of the man who got out of the ship to fix some part of the machinery. Its course was northward.

1897 April 14 (Wed) Daily Breeze (Taylorsville, Ill.), p. 1.

That Air-Ship. /

"I'll tell you, a town that can't have an air-ship nowadays exhibits mighty little enterprise," remarked Warren Povel to a Breeze representative the other day. "Now, Estill Harner and I are making one and when it is completed I will send you word, and I want you to accompany us on the trial trip. Of course, in the meantime, you want to boost the thing along by saying a word now and then about the one that is attracting so much attention over the country."

Last evening this office was informed by messenger that Warren Povel was ready for the representative. Everything being in readiness, Estill Harner, by a circuitous route, took the airship to the Vandever meadow at the west end of Main Cross street where he was met by the great aerial navigator, Warren Povel, and the Breeze representative. The trio soon succeeded in hoisting before a stiff north-wester, a four foot kite, with 60 feet of tail. To the end of the tail was attached by wire a small lantern of candle, mica and tin--another of larger dimensions was attached about 20 feet nearer the kite. The candles surrounded by mica of white, green and red, were ignited, after the experimental sail, and the ship was again let over the west part of the city amid the cheers and cries of "air-ship" from a hundred or more of throats.

The great aerial navigator was clapping his hands in glee and saying: "Now boys, your pa's up in the watermelon patch," when the cord broke and the whole blamed air-ship was precipitated on the roof of Almon Barnes' residence, on West Market street.

Notwithstanding his ill luck, the great aerial navigator is not in the least disheartened, and after another trial of his invention north of the city, announced that he would yet demonstrate the practicability of passenger traffic through the air.

His ship is now on exhibition in the show window of H.M. Povel & Son, on the northwest corner of the square.

1897 April 15 (Th) Alton, Ill., Evening Telegraph, p. 3.

THE AIRSHIP. / Seen in This City Again Last Evening. /

Little Elmus Clapp, son of Mr. E. A. Clapp, of State street, called at the Telegraph office this morning, and stated that while he and his parents and sisters were on the bluff last evening, they caught sight of the famous airship. It appeared over in the west, about nine o'clock, and had a bright light, which shone upon the Spread Eagle, then coming down the river, thoroughly illuminating the deck and plainly showing the deckhands on the boat. Elmus stated that when in a certain position, the ship appeared to have a long tail, or something that looked like a tail, and that when in other positions the appendage could not be seen. The light went out very suddenly, and the ship disappeared from view.

This mysterious ship, or whatever it may be, has the power of being seen at many different places in the same night. It must travel very swiftly, and disappears from view just as soon as it discovers that it is being watched.

A large pink balloon landed on the front fence of the residence of Mr. E. W. Schmidt, on Ninth street. It sailed through the air very prettily and finally landed on the pickets. It is thought by some that this is one of the airships seen by various people.

April 15, 1897 Chicago Record (Hours), p. 5 (The City)

May Solve Airship Mystery--The police at the West 13th street station think they have a solution of the airship mystery in a large tissue paper balloon, which was found yesterday morning by policeman Thomas Martin on the prairie at Washburn avenue and Robey street. The balloon was made of red, white and blue paper and the lower portion of it had been burned.

April 15, p. 4--On one of its off days this week the airship has been seen in only three widely separated places at the same time.

Mon. April 19, p. 4--If the airship were a reality the Cubans would not need to worry about capturing a port.

--Greeks and Turks at war, and by Apr 20 this news fills 2-3 pp.

Wed. April 21, p. 4--The fact that the airship has not been sighted for several evenings is to be taken as proof that the imaginative facilities of the American people are deteriorating.

1897 April 15 (Th) Decatur, Ill., Evening Republican, p. 8. (Caro 1)

AIRSHIP STORY. / Home of the Mysterious Machine is Near Vandalia. / TRAVELS 100 MILES AN HOUR. / A Republican Reporter the Guest of the Inventor--Description of a Trip to Chicago--Wonders of the Ship. /

A vast amount of speculation concerning the mysterious airship which has been cavorting through the upper regions has been indulged in by all classes of citizens. It is said that one confirmed old toper of this city has been so impressed that he has determined that the aerial craft is one of the signs of approaching wind up of the universe mentioned in the good book and now takes his Sangamon river water straight. A few months past a reporter for the Republican was in Vandalia and during a rather protracted visit became acquainted with Mr. C.

Devonbaugh, a farmer, residing among the hills about four miles west of that city. On evening Mr. D. called at the local hotel and requested the reporter to ride with him to his home, promising a view of one of the greatest wonders of the age. The invitation was accepted, and owing to this fact the reporter has recently been afforded an experience such as fall to the lot of few men. During the ride to the farm Mr. Devonbaugh explained that he had been interested in the problem of aerial navigation and had perfected a craft which would glide through the air, obedient to the will of the navigator and which would in time astonish the world. His prediction has been fulfilled.

Arriving at the farm, Mr. D. led the way to a long but rather high building, which had been erected for a barn. The windows were carefully closed and fastened, and the doors were secured with huge locks. Applying a key to the lock the owner entered the building, the reporter followed and stood in the presence of the mystery.

The machine or airship was composed of two cigar-shaped spheres of aluminum, each 45 feet in ~~length~~ 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. A flooring composed of pine lumber, dovetailed together joined the tubes. Near the center of the craft was a cabin built of light stuff, and covered with thin sheets of corrugated iron. The cabin would accommodate five or six persons, and was fitted with divans for sitting and sleeping, lockers for provisions, etc. The machinery which propelled the craft was located forward but this part of the craft Mr. Devonbaugh refused to exhibit, stating that while electricity was the force used, it was generated by a new ~~method~~ process which he wished to perfect and cover with letters patent before allowing the secret to pass into other hands. Hinged to the side of the craft were two huge wings formed from varnished canvass and braced by slender steel rods. These were of the same length as the craft and when extended covered a space of about 40 feet in width. They were used to steady the craft when in motion. 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 fashioned on the plan of a steamboat propeller, and operated by a wheel, set in a small house located well forward. Towering above the "rothascopes" masts were two slender wooden masts which Mr. Devonbaugh explained were to support parachutes especially designed for the purpose and which would support the craft in case of accident to the wings or machinery. The craft had been tested the day before the reporter's visit but certain defects had been discovered which could only be remedied by sending the parts to St. Louis for repairs. To give greater buoyancy the aluminum cylinders were to be charged with gas, and this would necessitate, as Mr. D. remarked, "the use of cold vituals" during the trial voyage. The Republican man was given to understand that he might form one of the crew on the first voyage and left for home with the understanding that a telegram bearing the words, "Come tonight" would cause him to hustle for Vandalia.

The other morning while preparing for a business trip to Blue Mound, a telegraph messenger brought the looked-for message, and it is needless to say that the south bound Illinois Central train bore an excited but outwardly calm passenger provided with a ticket for Vandalia. The trip was made without incident and Mr. D. was found pacing the platform. "Hurry up my boy," exclaimed the skipper, for so we must now call him, "we must get away soon after dark. Everything is in order and you will have something to write about, that is, if the thing don't go down with us, and scatter your fragments over the universe." This was not assuring but the reporter concluded he was in for it, and applied a fresh match to his old pipe which had gone out from the fright.

The Devonburgh place was soon reached, and the crew had assembled. Mrs. Devonburgh, and her sister, a sprightly miss of eighteen, Mr. D. and the hired man who had assisted in the work, were on hand prepared for the journey. After giving some hurried directions to his son who was to remain in charge of the farm while his parents were shooting around among the clouds, dodging shooting stars and getting into the track of wandering planets and other things, Mr. D. led the way to the barn. He unlocked and threw open the huge folding doors. A step ladder was placed against the craft, the ladies climbed aboard and disappeared within the cabin. "Bear a hand here, you men," exclaimed the skipper, and by the united efforts of the three the craft was rolled into the yard. "No aboard with you, and toss off those blocks of iron was the next command. A dozen or more masses of iron, weighing several hundred pounds were thrown overboard and the strange vessel rose slowly into the air. Mr. D. slipped into the little house forward, and the reporter who was watching his movements through the glass door saw him pull down a lever which with a lot of other levers, knobs and things adorned a board something like the ones in a telephone exchange. The steel masts began to revolve and the upward motion was accelerated, the lever was moved another notch and the rothascopes were at full speed. Higher and higher the machine mounted until nothing could be seen of the earth, and were hidden by masses of vapor [?]. Then the skipper wings on the sides were extended. Another thingumabob was taken out of place, the position of the rothascopes were changed and the craft shot ahead at full speed. "We are now about 2000 feet above the earth," said Captain Devonbaugh as he stepped out of the engine room, and joined the reporter. "I should judge we are making at least 65 miles an hour and are headed straight for Chicago. We'll keep dark until we are over the city and then will astonish the natives. Now be careful not to light a match when you go into the cabin, we don't want to risk an explosion while we are up here. The results might not be pleasant, you know."

For two hours we sailed through the night, the queerest journey ever undertaken by mortal man. There was no jar, nor sound save the

ceaseless whir of machinery. Above us the stars were shining brightly below us thick masses of rolling vapor. The air was not uncomfortably cold, and the cabin which we entered once during the trip was warm and comfortable. The electric heaters were working well. Mrs. D. and her sister seemed unconcerned, and chatted gaily. This was not their first trip. Both had accompanied Mr. D. on several short nocturnal trips. "We have had great times keeping the ship hid from the neighbors," said Mrs. D. Our hired man, my husband and son have put the craft together. We had the parts and engines made in Omaha, boxed and sent to Vandalia. We have not been long on the farm which my husband leased for his use because it was somewhat retired, and we have not encouraged the country people to call on us. I don't believe any of our neighbors know about this ship, although my son says some of the people were curious about the machiner, and had tried to find out something. Our trial trips have been short, and made on dark rainy nights, but the secret will be out now." "Come out you fools, and see something," called the captain, and the party hastened on deck. Below us was a vast plain, the surface dimly seen tossed in huge billows. "We are over Lake Michigan," exclaimed the captain, "and if you will look over toward the northeast you will see a cluster of lights. If I am not mistaken that's Chicago." The ship glided ahead with undiminished speed, the lights stood out in bolder relief and became more numerous. Suddenly a towering mass of illumination loomed up before us. "That's the Masonic Temple," said Mr. D., and now I guess its time to surprise these people. He stepped into the cavern of mysteries, pulled a knob, and a double line of electric lamps started at the bow and extending around the vessel gave out a various assortment of colors. "We are now about 1800 feet in the air," remarked the captain, as he gave a lever a twitch and the boat swerved off its course, changed directions like a swallow chasing its dinner, and then went straight ahead. Below us, and extending for miles in every direction were the lights of the city and shipping in the harbor. When over the center of the town, as near as could be judged the reporter attached a folded copy of the Republican to a small pebble, and tossed it overboard. He has often speculated regarding the fate of that issue. For several hours the craft and crew sailed over the city and suburbs and then as the little clock in the cabin struck the hour of one, Captain D. laid his course for home. The craft was raised to an altitude of as near as could be judged of 3000 feet and then those rothascopes settled down to business. The "skyscope" sped away behind sweeping faster than a hired man getting in late to dinner, and the captain who was examining some sort of an odd contrivance announced that we were making something over a hundred miles an hour. There was nothing oppressive about this high speed. The atmosphere seemed perfectly still, although we could tell that some kind of a storm was going on beneath us. Flashes of lightning were occasionally seen below us, and the heavy rumble of thunder now and then came up from the depths. After a time, the speed was reduced, lights were extinguished and the craft slowly climbed down from its elevated position. Mr. D. had calculated our starting point to a nicety but missed his bearing and it only lacked an hour of dawn when he suddenly changed the ~~direction~~ direction of the rothascopes, and dived in the wings. The craft remained for a moment stationary in midair, and then slowly descended until with a slight jar, it rested on the ground. Then in the dim light of early morning the reporter recognized the yard and the long low barn, which had been our starting station. The boy came out of the house and his cheery wattle of fact greeting "well, dad, back again are you?" seemed out of place as the termination of an adventure that was destined to set tongues wagging and type machines clicking on two continents. The ladies were assisted to earth again, gas allowed to escape from the cylinders, and when everything had been made ship shape the strange craft was pushed into its harbor; the doors were locked and bolted and the family were at home again. An early breakfast, a hurried exchange of opinions regarding the craft and journey then the team was ~~brought~~ brought around and after good bys had been spoken and promises exchanged for another tour, the reporter hastened to the light wagon and an hour later was on the platform at Vandalia, ready to take his place in the train and speed back to Decatur, a rate of travel which seemed very slow and commonplace after gliding through the air at 1000 miles a per hour.

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.

Not the Real Thing.

The people of Decatur who were out last evening "rubbering," thinking they had again seen the airship, were imposed upon by some boys in the east end who had sent up a paper balloon, attaching colored lights to arouse interest and speculation. Why people will be so easily misled is indeed a greater mystery than the Vandalia invention.

1897 April 15 (Th) Galesburg, Ill., Evening Mail, p. 1.

ANOTHER GLIMPSE OF THE AIRSHIP. / More People See the Alleged Machine Last Night Again.

The peace of mind of a good portion of Galesburg is again disturbed. Last night the mysterious air ship was seen floating about in the north wester heavens, and its curious antics were plainly noticeable. In order to prove that the bright particular light was not a star, one man lined up against a tree, where he could not see the light, and then waited. A moment more and it bore into full view. This was about 8 o'clock in the evening. Some two hours later it again appeared, this time ~~lower~~ lower down in the sky. It shone full and brilliantly for some time, and then suddenly disappeared.

There is a report that a petition will be sent up to the manager of the ship to please stop and explain.

What was generally supposed to be the mysterious air ship that has caused such an excitement throughout a half a dozen western states during the past five or six weeks, was observed by fully a hundred people of this city between 8 and 9 o'clock last night in the northwestern heavens about thirty degrees above the horizon. It was first observed about quarter past 8 o'clock and continued within the range of vision for considerably more than an hour. According to the testimony of those who watched its course, it descended ten or twelve degrees towards the horizon in about twenty minutes and gradually passed out of sight. It was somewhat brighter than a star of the first magnitude and glowed with a reddish light not unlike the planet Mars, although of much greater brilliancy. Some of those who watched it are sure that its course was an erratic one and professed to be able to see party colored lights at intervals as if arranged by human agency. Of those who saw the mysterious aerial wanderer the great majority are sure it was some sort of mechanical contrivance designed to travel through the ethereal world, while a few are sure it was one of the celestial bodies. Its comparatively rapid transit would seem to preclude the idea that it was a stellar body and its position in the northwest would place it out side the zodiac, consequently it could not have been one of the planets and the query naturally arises, what was it? Among those who saw the mysterious visitor last night was Mayor B.C. Wells, John W. Miller, Albert Watson, Col. H.G. Jones, Sam Casey, R.F. Buckham, G. Gale Gilbert, George E. Deeds, W.E. Sumner, George Carter and scores of others.

1897 April 15 (Th) Ottawa (Ill) Republican-Times, p. 2 (card 1)
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AIRSHIP—OR WHAT? / Several People Who Report a Phenomenon Saturday Night / WAS IT A STAR OR THE SHIP? / Has Some One Solved the Mystery of Navigating the Air by Electricity?—What People Who Saw it Say it Looks Like. /

Chicago and Evanston and Joliet need not imagine that they are the only cities in the state of Illinois that possess people with good enough eyes to see the mysterious "air ship" that has been seen in Kansas, Nebraska, Minnesota and California, for they are not. It has been seen in Ottawa. It was seen Saturday night between 9 and 10 o'clock. At the time first seen it was overhead and moved slowly to the westward. William Trabing, Sr., and Charles N. Miller both saw it, and their descriptions agree. It was seemingly high up, carried two lights, one green, the other white, and the lights seemed to be about 25 feet apart. Both of them watched it for some time and saw it move slowly to the westward and disappear.

J.J. Withrow reports that when he closed up his store, about 10:15 that he stepped outside and saw overhead and moving rapidly towards the southwest an airship or something of that sort. Whatever it was it carried a light that seemed to be about as strong as one of the city electric lights and very bright. After it passed over the court house and got in range of the flag pole he stepped to one side to see how far it went, but it had vanished completely. He saw but one light, and if it was not the airship it certainly was something that carried a light, and it was altogether too low for a meteor, for it did not seem to be higher than the clouds.

Walter Hood, night operator at the Rock Island office, saw an airship or a meteor, he did not know which, Saturday evening. The light was strong and showed red, like a very powerful locomotive head light. It lasted for a couple of minutes and moved rapidly to the southwest, finally disappearing in that direction. He called his folks out and they saw it as plainly as he did. The time was a little later than when Mr. Withrow saw it.

Whether there is anything in it or not, there are many to-day who are studying the problem of aerial navigation, and it is possible that some one may have succeeded in manufacturing some such outfit as described in Jules Verne's "Robur, the Conqueror," in which book an electrical airship plays the most important part, and is at present having a lot of fun with the people of this country, sailing around in the air and setting everybody to talking. Joliet reports seeing the ship Friday night, a dozen men seeing it, yet there are those who are skeptical and do not believe in it at all. It has been seen in Illinois for several nights, and when Alpha Orenois (sic), a star of the first magnitude, appeared in the eastern heavens the other night many residents of Chicago and suburbs thought the Kansas airship was paying them a visit. Prof. Hough, of the Northwestern University, solved the mystery, however, by proving scientifically the identity of the star, and explaining that it is a fast traveler and gives out colored light. This explanation may solve the mystery of the strange visitor above Western states.

High over the tallest buildings of the city a strange light gleamed and moved and was stared at by thousands of people in the streets and on house-tops, who said it was the Kansas airship.

Evanston and other towns in Illinois and Wisconsin brought information of a strange celestial visitor, which was believed to be the same that has startled the people of Kansas of nights for more than a week. In the face of these reports it is easy for the multitudes of curious people to believe that the double green light which hung in the firmament of the northwest was the searchlight of the airship which began its nightly tours in the arid clime of Kansas.

1897 April 15 (Th morn) Peoria Daily Transcript, p. 1. (card 1)

PEORIA HAS AN AIR SHIP / Thousands Saw the Celestial Marauder Last Night. / IT WAS GOING UP THE RIVER / Now They Learn that It was Merely a Balloon Sent up to Test Their Imaginations. /

At last the airship has visited Peoria.

It was seen last night by thousands of reputable citizens, who described it minutely as they saw it. The monster aerial navigator which has been reported sailing over several different states during

the past week, notably in California, Kansas, Nebraska, Iowa, Wisconsin and finally Illinois, was first sighted flying over Peoria about 8:45 last evening, apparently following the course of the river. It went some distance in the direction of Chillicothe, apparently about to Spring Bay, when it turned and was seen going back over the city in a northwesterly direction, finally disappearing from view.

A Strange Light Seen.

The first known of its presence was a strange light in the sky, some say about one thousand feet high, and variously described as to size from an incandescent electric light to three times as large as a locomotive headlight. Excited parties of men rushed into the Transcript office to report what they had seen, and the telephones in the office were kept ringing for several hours after.

Some were backward about speaking of it until they heard that others had seen it, and then they detailed the vision as it appeared to them. Going out one the street they would meet some one else who saw it, and as the story passed from mouth to mouth each man added some new feature until their imaginations pictured a hideous monster with wings, tail, a fiery furnace, ship rigging, etc. Some had heard the machinery in operation, others saw lights of all colors, others heard music and still others human voices as the airship moved along at the rate of a hundred miles or more an hour.

It was described by some as a cigar-shaped arrangement, such as have been described in the Chicago papers. Others saw two cigar-shaped hulls fastened together, and with screw propellers attached to the rear of both hulls.

Varying Reports.

According to the stories of different ones who called at the office or telephoned in, the airship cavorted about in the atmosphere over Peoria for nearly an hour. Soon after it was seen at Averyville, and a street car conductor on the Fort Clark line, going west, says a party of men on the rear platform of his car called his attention to a strange light high in the sky. He looked at it for some time and thought it a balloon, but said he could not distinguish more than the red light. The others were certain that it was the airship. The conductor said the ship was going in a northwesterly direction, toward the West Bluff, and finally disappeared over the bluff. Out at John Nakken's it was plainly visible. A crowd was in the amusement hall, but only a few on the outside saw it floating over the place.

Reports of Its Coming.

The latest report received over the wires yesterday from the airship in its travels was that it had passed over Beardstown and was headed toward Peoria. It had been at Quincy and Jacksonville and so on night before, but its whereabouts during the day could not be accounted for. Reports were later received from Havana, Manito, Little Indiana and other towns along the C.P. & St.L. road, but it seems to have missed Pekin, or to have turned off the lights as it passed over the town, as it was first noticed at the foot of Harrison street, directly over the river, where it was near the ground and the operator seemed to be hunting a place to land.

The First Reports.

The "airship" had hardly reached Averyville when Sam Hunsatter came rushing into the Transcript office, shouting "Did you see the airship?" It just went over." When he cooled down he explained that he had seen the airship, that it had a headlight twice as big as an ordinary locomotive headlight, and its speed was so great that only profanity could assist him in accurately describing it. Some one suggested that it might have been a balloon, but Sam scoffed at any such idea.

One of the men in the Transcript composing room discovered it, and the entire force was soon hanging out of the back windows watching the mysterious visitor. The balloon theory was discussed but "Andy" Anderson, the "head" man, declared that it went too fast to be a balloon.

A well known deputy sheriff telephoned to the Transcript a very good description of the flight of the ship. He was aboard a Rapid Transit car and every passenger had the privilege of seeing the wonderful ship, he said. He described it as having a large red light in front and a smaller white light in the rear of the car and described its course as "going south."

Saw the Ripping.

M. E. Wilson, the Main street restaurant man, said it looked like a big balloon and was going straight up the river. Its course was steady and its progress swift, and for this reason he did not believe it was a balloon. "There was an object below and above the lights," Mr. Wilson said, "and the top reminded me of a ship's rigging. As near as I can tell it passed over the city at 8:45 o'clock." A friend of Mr. Wilson's spoke up and informed the reporter that Wilson was not addicted to imaginative or fanciful flights, and said that if Wilson said he saw the air ship he was positive that it was a ship.

R. Gains, a colored man, said: "I could not extinguish what it was exactly. It didn't wobble like a balloon and was going a steady gait. I am sure it was an air ship."

Billy Boyer, of No. 217 Main street, saw the supposed air ship and described it as did Mr. Wilson.

Alfred M. Comigisky, of Main street, thought it was a balloon at first, but then came to the conclusion that it was going too fast for a balloon and that it must have been the much talked-about air ship. He had heard so many people talking about it that his faith became larger, and when a reporter saw him he was cocked up against a Main street railing waiting for the balance of the ship, which he said always trailed behind.

Dave Comigisky, the lawyer, saw it. He believed it was a balloon sent up for a joke, but said there was so much talk about the ship that it might have been one for all he knew. Nothing was impossible these days.

A resident of the East Bluff telephoned to The Transcript office at 11 o'clock inquiring as to the air ship. He said he was not at home when the ship sailed over the city but his family and the neighbors had seen the ship. He asked about its course and whether any one else had seen it.

Night Officer Elliott said he saw the air ship and knew two of the men on it.

Pettit Was Sure.

George Pettit was another air ship caller at The Transcript office. He was accompanied by three young men who with Munsaker and Elliott had witnessed the sight from in front of Pettit's place on Liberty street. George declared that the ship had a headlight four times as large as an ordinary locomotive headlight, and that there was some dark object following along behind it, and he pused his open hand against the air slowly to illustrate. He was ready to swear he had seen the air ship, and the other fellows were backing up everything he said. They all saw it at the same time but their descriptions were somewhat different. They hooted at the idea of its being a balloon, however. None of them could estimate the size of it.

What They Really Saw.

What the people who imagined they saw the air ship really did see was an ordinary paper balloon about five feet in height and nine feet in circumference, sent up by two Transcript reporters.

It had been thought that the imagination of the people all over the country where the air ship has been reported sighted was all that there was to the airship story, and to test the imagination of the people of Peoria The Transcript representatives purchased three colored paper balloons and started out to launch the air ship and see what would grow out of it.

Takes to the Water.

The balloons were red, white, blue, green, yellow and white. The launching place of the first one was at the Tazewell end of the lower free bridge. On arrival at the crossing of the T.P. & W. railroad on the trestle the reporters unwrapped the balloons, and were about to inflate the air ship when they suddenly remembered that a train was nearly due, and not caring to be discovered and have the train mistake the light for a danger signal they retreated to the end of the span. Here one climbed on the bridge railing and held the balloon while the other applied the match. There was a strong wind blowing up the river and it was soon apparent as the turpentine ball began to blaze and the wind blew in the sides of the balloon that the first voyage would be a failure, as it proved in a very few minutes. The first balloon caught fire, the reporters had to let go to avoid burning their hands and the air ship became a submarine boat after floating in the air out over the breakwater.

The Second Trial.

There was too much wind on the bridge, and the reporters returned to this side of the river. The bridge superintendent was let into the secret and was to telephone the time of departure of the ship to The Transcript office. He sent a man along with the reporters to a shed alongside the Peoria Transfer Company's buildings, where they were out of the wind. In a few minutes the balloon was inflated and floated grandly out upon its mission, the testing of the people's imagination. It just grazed a smoke stack as it rose over the electric light works and started to ascend rapidly. It was at this time that it was discovered by Munsaker, Pettit and others on Liberty street, and ~~xxxx~~ instead of being 1,000 feet high, as Munsaker declared, it was less than 200. But it was getting a good start, and went up the river past Averyville, over the upper free bridge and on in the direction of Chillicothe. If the steet car conductor above mentioned saw a light going northwest over Jefferson avenue it must have been this balloon returning, but it is hardly probable.

The Last Ascension.

The reporters returned to the office just in time to meet the first Arrivals, who rushed in to tell of seeing the airship, and after listening to their stories, started out to send up another balloon. As the first one had not gone over the city, but soared along up the river. A party of three boarded a Fort Clark car and rode out to Stone Hill Garden, where the third balloon was sent up and a note pinned to the bottom of it contained these words:

"This is the airship from the Peoria Transcript."

The balloon rose gracefully toward the sky and started for the center of the city, but it was lost sight of by the reporters, who watched it until the light disappeared. It seemed to have passed over the center of the city and to be over Averyville when the light faded from view, and it was thought that the light went out and the balloon fell. Little was heard of this one, except in the lower end of the city, and it appears that the majority saw the first one, which traveled along the river, and was seen by residents of the East Bluff by Averyville people and by people in the center of the city. Many lower end people saw the last one sent up, as reports were received by telephone.

Satisfactory Test.

The test was eminently satisfactory, so far as proving that the imagination has played an important part in these airship stories. It was great fun for the reporters to listen to the wonderful tales pour into their ears and remarks heard on every hand as they passed along the street. The test shows that all of the stories which have been published could easily be produced in that manner, and that none of them have been overdrawn.

Peoria can be satisfied now. She has seen the airship.

Each observer's mind promptly added to what he saw much of what he had been reading in the papers during the past few days. One man telephoned in that he saw the "headlight" change from white to red. This may be accounted for by the rotation of the balloon, which had white

and red stripes alternating. But this observer added that he could discern the green light in the "rear." Here is where the play of the imagination came in. He averred also that the "ship" was moving north at the rate of forty miles an hour.

One observer, of a scientific turn of mind, tried to measure the "air ship." He estimated that, if it was 2,000 feet above the city, it could not be less than eighty feet in length to make such a showing as it did.

(Pic.: AS IMAGINATION PICTURED IT. / What a Great Many People Really Believe They Saw (3 men looking up at cigar-shaped sp v headlight beaming as it passed over building).)

1897 April 15 (Th) Rockford, Ill., Daily Register-Gazette, p. 6.

POOR OLD FREEPORT. / Airship Yarn Pools the Sleepy Pretzellites. /

When the man who is seeking the most gullible town in the universe hits Freeport, he quits the quest for he has reached his goal.

Any ordinary town finds it hard enough to gulp down the whole yarn of the big air-ship as seen by local eyes, but not so Freeport. The Freeport Democrat on Saturday evening had a highly ~~saxx~~ colored description of the wreck of the air-ship near Lanark and followed it on Monday with full particulars. The machine was smashed, its occupants were at the point of death and were strange beings of another ~~saxx~~ world. According to the Democrat, farmers were flocking to the scene and special trains were being arranged for.

About three-fourths of Freeport bit and a number of camera fiends rushed to Mt the Milwaukee & St. Paul depot to charter a special train. It was only with great difficulty the enthusiasts could be persuaded the affair was a hoax. And then poor Freeport settled down to her accustomed lethargy and the disappointed ones, instead of ~~saxx~~ catching an ~~saxx~~ airship, contented themselves with intercepting a few schooners sailing over the bar.

1897 April 15 (Th) Springfield News, p. 1.

MYSTERY SOLVED / THE STRANGE AERIAL VISITOR / ALIGHTS NEAR SPRINGFIELD / IS SEEN AND INSPECTED BY JOHN HALLEY AND ADOLPH WENKE--THE OCCUPANTS. /

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 dry 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 loath 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 smiled 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.

1897 April 15, (Th) Savannah, Ill., Journal (wkly), p. 5.

Air Ship Seen in Savannah.

The streets were full of people Monday night about 8:15, watching the air ship in the northwestern heavens. The light is certainly a remarkable one, as it grows brighter and dim, and finally goes out altogether, only to again reappear. "What stuff 'tis made of, or whereof 'tis born" still remains a mystery.

That Air Ship.

The mysterious monster of the air which has been seen in Kansas, Nebraska, Iowa and Dakota and lastly in this state was the theme of conversation and furnished food for much speculation: All kinds of theories were advanced, but no definite conclusion arrived at. Yesterday the report was circulated that the mysterious "something" was seen at Mt. Carroll. Following closely on the heels of this report the Freeport Democrat came out with a column article giving account of a terrible disaster which befell the ship at Lanark. The report created much excitement, especially when it was stated that the remains of two persons were found near the wrecked ~~saxx~~ airship. A telephone message from Lanark states that the report in the Democrat is without foundation and consequently the mystery is as yet unsolved. Arsp. owner writes Oms. exposition.

Air Ship Passed Over Town.

The air ship rose, as if from the ground, last night in the west end about 9 o'clock and passed over the city, finally disappearing among the clouds. A bright light was all that was visible. Crowds of people down town saw it and some business men became excited. It was evidently a balloon.

Dr. E. W. Wahl was ~~xxx~~ up from Tampico today. He says air ship lights were seen there between 7 and 8 o'clock, heading for the north-east.

13, 5: Mike Cramer spent one and a half hours last night in an effort to get a glimpse of the great air ship that is attracting so much attention. He is losing faith in the actual existence of such a machine.

14, 8: Sunshine! It has been plentiful today and has attracted as much attention as the airship.

15, 6: Urban Items: Now they say that the airship stirred up the clouds and caused the snow storm on Friday night.

16, 4: The people will soon find out that the airship is a fake. If you will investigate what the Globe Clothing House offers...you will find reality without a telescope.

1897 April 15 (Th) Sterling, Ill., Eve. Gazette, p. 5.

THEY SAW THE AIR SHIP / Citizens Became Excited Over Moving Lights in the Heavens Last Night.

Little space has been devoted to the air ship in the Rock Falls columns, but when the citizens of the city begin to see the flying machine a few lines may be excused in naming a few of the prominent people who have seen "something" and are sure it was the air ship. At about 9 o'clock last night P.H. Geyer discovered a light passing over the western part of the city and leaving his store unlocked rushed home to call the family out to see the sight, but before they could be induced to get out into the ~~xxx~~ yard the air ship had vanished and Fred's word about seeing the wonder was disputed. Frank Miner and Rull Scofield are sure they saw some strange form pass over with lights attached. Many others are sure ~~they~~ saw some strange form pass over with that there was something more than a hot air balloon. A young couple in plain sight of another whole family stood out in the soft moon light, he with his arms about the slim waist of ~~xxx~~ his sweetheart and she with her loving head dropped back upon his manly breast, together they considered the wonders before them. ~~xxxx~~ Beautiful sight, they thought, and may this opportunity oft be repeated. With such help to see the sight it is not to be wondered at that the air ship was a long time in passing from view.

A number of prominent citizens claim to have had a very good view of the air ship last ~~xx~~ night between nine and ten o'clock. Among them is Edward St. Jare, who pronounces it one of the most beautiful sights he ever saw, which is saying considerable considering the extent of his travels.

1897 April 16 (Fri) Alton, Ill. Eve. Telegraph, p. 3.

The Air Ship.

Passengers who arrived on the Burlington 9:30 train last night claim that they saw the air ship on the way up from St. Louis, and that the mysterious craft is a hummer, as it kept very nearly even with the train. It had two big lights. When the train arrived at West Alton there was a large crowd on the platform watching the mysterious sailer. It passed over the city, say the passengers, at a rapid rate and disappeared from view.

A peculiarly fanciful explanation of the so-called ship, now said to be seen in many places each evening, is given by an eastern paper, which supposes it to be a resident of Mars sailing on the romantic swan, which the people of that planet are said to fly through space on. This veracious eastern authority believes that the wandering Martian wishes to communicate with earth, but is scared off by the queer people he sees here.

1897 April 16 (Fri morn) Daily Pantagraph (Bloomington, Ill.), p. 6.

THE AIRSHIP. / Two People at Leroy Saw the Modern Miracle Wednesday Night--Was Going West.

--The airship was seen in the vicinity of Leroy Wednesday evening. Mr. James Hammand, living four miles east of that city, reports that he saw it between 8 and 9 o'clock. It moved in a westerly direction and up and down, and finally seemed to come to the ground. Its shape was long and ship like and there were three lights with it.

Mr. Bliss Humphrey also saw it over the city of Leroy. / Another Account of It.

--A correspondent at Leroy writes as follows concerning the appearance of the airship: "The excitement in the city of Leroy is at fever heat, and people are running to and fro, exclaiming, 'Did you see the monster airship last evening waway up in the heavens, fluttering like an anchored vessel in a tornado?' James Hammand, a veteran Methodist preacher, declares that he viewed it for more than half an hour, and it was the most wonderful sight he ever witnessed.

"Many from Hall's restaurant beheld it as it floated proudly towards the western ~~xxx~~ star. Mr. Scranton turned his field glass upon it, and saw a party of six. This was about 10:30 at night, when the advancing schooner appeared at a stand-still in this city. It was fully an hour before it disappeared towards the west, far away beyond and above the clouds."

SEEN AT SPRINGFIELD.

(Winkle & Hulle)

Travels 240 Miles An Hour.

The Airship Is Said to Have Descended West of Springfield, Ill. / Special to the Chicago Record.

Springfield, Ill., April 15.--It is reported here that an airship descended from the skies last night at 9 o'clock about three miles west of Springfield, and that a couple of farm hands conversed with the man in charge. The passenger is said to have asked the name of the city, and to have been surprised when told it was Springfield. He said he had come from Quincy in thirty minutes. As this would necessitate a speed of 240 miles an hour, there are some who would doubt the truth of this story. The alleged airship is said to have sailed due north from here.

Quincy, Ill., April 15.--Conductor Charles F. Malley, who brought in the Wabash passenger train at 10 o'clock to-night, reports that his train raced with the alleged airship from Versailles to Herman, a distance of fifteen miles. The train was going forty miles an hour, but the strange thing in the sky kept ahead of them, and finally left them and disappeared. It was half a mile from the train, and all they could see was the light. It varied in its course, and at times was close to the earth, occasionally rising several hundred feet in the air. Conductor Malley says he is confident it was not a star. The object was seen by all the passengers, among them being Henry C. Cupp and Myron E. Lusk, both reputable businessmen of this city.

April 16, 1897 Chicago Tribune (Friday) p. 4 (Card 1)

Sees Man Fishing from Air Ship.

Occupants of the Air Craft Drop a Swordfish in the Lake and Sail Away.

Cleveland, Ohio, April 15.--(Special.)--S. H. Davis of Detroit says that while out on his fish tug, the Sea Wing, yesterday the fishermen noticed a queer-looking boat not far away. Captain Joseph Singler, master of the tug, and Mr. Davis agree that it appeared about 40 feet in length. It had a cabin covering about one-quarter of the deck surface. A man dressed in a checked hunting suit and wearing a long peaked cap was fishing from the boat. He was apparently about 25 years of age. A handsome woman sat at his side, with a boy of 10 at her feet. As the Sea Wing neared the curious craft a gaily decorated object was slowly inflated and rose to the length of the ropes by which it was attached to the boat. It was a balloon, cylinder shaped, about 50 feet long. Slowly the boat rose into the air until it stood directly over the tug, about 500 feet from the water. It circled like a hawk for several minutes. Suddenly there was a splash in the water.

A large swordfish had been dropped from the airship. The fish was stunned and is now on exhibition in a tank at the fire tug, Cleveland, Ohio. A sail was dropped from the airship and the mysterious people were carried away by the high wind. Mr. Davis said the boat had a wheel similar to those of steamers. This, it is stated, acts as a propeller in the air as well as on the water.

Mount Vernon, Illinois, April 15.--(Special.)--What is thought to have been the mysterious airship was seen here by more than 100 persons last night. Mayor Wells, who had an excellent view of the mysterious visitor from the observatory attached to his residence, says it resembled the body of a large man swimming through the air with an electric light on his back.

Carlyle, Ill., April 15.--(Special.)--The airship was seen this evening travelling rapidly in a ~~xxxx~~ northwesterly course.

South Haven, Michigan, April 15.--(Special.)--The same talked of airship seen here last night headed westward. Eider Ketchum says it was cigar-shaped and moved with remarkable speed.

Quincy, Ill., April 15.--(Special.)--The Wabash passenger train which arrived here at 10 o'clock tonight raced for 15 minutes with the alleged airship. They first sighted the thing near Perry Springs, 52 miles east of Quincy, and raced with it to Herman, when it pulled ahead of the train and disappeared. The train was running 40 miles an hour. All of the passengers saw it, but all they could see was two lights, one white, the other red.

Hillsboro, Ill., April 15.--(Special.)--What is supposed to be the airship was seen in the western heavens by a number of reputable citizens last evening.

Mon. April 12, p. 6 (eds.)--It is time to think seriously of a Greater New York when the people there can see an airship.

The West Side airship phenomenon can be accounted for by the fact that an electric car was "held up."

The progress made by the human race is nicely illustrated by the fact that Alpha Orionis has been performing a set turn in the firmament for ten million years or more but has only just been found out as an airship.

Tues. April 13--This mysterious air craft appears to be a sort of inter-state exhibition.

It will probably turn out that the "airship" is "all smoke" and is merely the name of a new brand of cigar.

That picture of the "airship" proves conclusively that both the artist and the etcher were sincere when they said they thought the photograph genuine.

Thurs. April 15--Tuesday night was a busy one for the airship. It exploded in Kalamazoo, Michigan, ran ~~xx~~ round in Carlinville, Ill., and made its debut in Washington, D. C. It now seems to be a three-ringed circus affair.

April 16, 1897 Chicago Tribune (Fri.) p. 12

(Card 1)

Live Topics of Today.

Out of the thousands of reports which are coming in from every crossroads in the country in regard to the airship, many of which are

no doubt exaggerated and inaccurate as concerns details, there are a few that have the brand of eternal truth so fixed upon them that they must be believed by every scoffer. Such a one is a telegram from Birmingham, Iowa. It relates how one William Walters, an honorable man, while walking on his farm between 7 o'clock and the corner grocery, saw the airship descending on a meadow lot. William is not in the habit of seeing airships alight on meadow lots in this vicinity, and accordingly he and some other men ran in haste to the spot. Before them in the pale moonlight loomed a structure 100 feet long and 20 feet high. As they approached somebody on board presumably said, "There comes Bill Walters!" for "the airship slowly rose with a loud whirring sound like that of fast revolving wheels." Why can't everybody be truthful like William? Perhaps in the excitement they forgot about it, but the next time they see the airship let them listen and see if they do not hear the sound "of swift revolving wheels." Correspondents are hereby requested to pay particular attention to this point, as it is of the greatest importance.

Another telegram in regard to the airship reads: Bullcon Junction, Ill.--James S. Truthfulmark, while walking in the road near his home last night at 10 o'clock did not see the airship. Peter Toobesure was with him and corroborates Mr. Truthfulmark in every particular, and says he did not see the airship. A number of other reputable citizens all declare that they did not see the airship, too. Frank Brakes, a conductor of the D. T. fast freight, is willing to swear either on oath or on general principles that he has not raced with the airship, and his engineer backs up the statement with the fire shovel. Besides this incontrovertible proof Ole Tank saw the red and the green light, with the white one between, and declared that as they picked him up and threw the banana peel away that purple, orange, indigo, vermilion and other old lights were present. Such eminent men as Rep. D. Esay, Judge W. H. S. Key, Attorney B. Leaves, and Pete Stringer all saw as much of the airship, as well as Truthfulmark, and Bullcon Junction is in a ferment of excitement which will last until the church fair is over.

EZRA MARK

Filed 9 p.m. 4-17, Bullcon Jc. Collect \$1.25. This telegram has been delayed and is not yet received, but is anxiously looked for. Its reliability cannot be questioned.

Fri. April 16 p. 12--The biggest and most persistent of the floating lies is the airship.

Sat. April 17 p. 12--The airship when seen at St. Louis is somewhat funnel-shaped.

Sun. April 18 p. 19--(cartoon--"Fine Crop of Airship Reports")

Ananias (liar) watering "flowers" across USA. 1897 April 16 (Fri) Decatur, Ill., Daily Republican, p. 1.

A SPRINGFIELD STORY. / The Airship as Seen by People Near the State Capital.

Springfield News, April 15: The airship 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 900 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 longbearded 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 airship 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 account for his night travels. When asked whether he was backed by the government he was loath 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 canvass. When asked the scientist's name he smiled 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.

1897 April 16 (Fri) Lincoln, Ill., Weekly Courier, p. 3.

AIR SHIP LANDED. / Several Men at Girard Actually Saw the Aerial Wonder.

The talk about the air ship seen over Lincoln Monday night has taken queer forms. Many accused those who saw the curiosity of being

drunk or deranged. Others hold that a light and nothing more was seen. Hundreds saw the light and knew it was not a star or the moon. That there was something unnatural floating in the heavens is true. The statements of truthful people in Lincoln who saw the object, with this statement from Girard will explain much of the mystery:

Carlinville, April 13.--The report from authentic sources is that the airship, which has been seen at many different places the past month, was seen about half way between the towns of Milwood and Girard at 6:15 last evening. When first seen it was descending and was not illuminated by Wm. Street, Frank Metcalf and Ed Teeples, and the telegraph operator at Girard. These men saw it alight and a man got out, and fix some part of the machine. They started for the place where it had alighted, but when within a quarter of a mile it rose and disappeared from view in a northerly direction. The ship was of enormous size, pointed at each end, and had wings on each side, while the top was covered with what appeared from a distance to be a canopy, like that used on a surrey. There was a sign on the ship, but nothing could be plainly seen except a large "M." The ship rose to a great height. When the parties arrived at the place where it had alighted in the field, there was clearly seen the footprints of a man who had been walking around, evidently those of the man who got out of the ship to fix some part of the machinery. Its course was northward. 1897 April 16 (Fri.) Lincoln, Ill., (Semi-)Weekly Courier, p. 8.

The County. / New Holland.

Monday night about 10 o'clock as Supervisor-elect James White, J.S. Guttery and P.H. White, in company with the village night watch, were wending their way homeward their attention was attracted by a peculiar mysterious illumination sailing at a rapid pace in midair, going in a northeasterly direction. At first they were somewhat startled by a glaring flash and looking heavenward saw a contrivance having a most brilliant headlight resembling all the colors of the rainbow, fronting an object that very much resembled the skeleton of a huge butterfly. There is no doubt in the minds of the parties who saw it that it was the same object seen at other points of the country--the air ship. 1897 April 16 (Fri. eve.) Quincy, Ill., Daily Herald, p. 1.

They Saw the Airship. / It Whistles for the Bridges and Then Takes to the Woods.

George Lane and Theodore Terwische saw the airship last night. It was coming down the river and, after whistling ineffectively for the bridge draw to be opened, arose and flew over the structure to avoid collision. They watched it come down to about the foot of Main street, when it disappeared in the Missouri brush.

Mr. Terwische is a truthful young man and Mr. Lane's word is as good as his oath any day. When they say they saw the airship they say it--that's all.

17,8. The airship was seen again last night. Any number saw it, or think they did, which is just the same.

13,2 Ghost, Bullard's arsp / 12,8 Milwaukee & Clinton Case / 14,8 Explodes over Mich & circus adv. / 15,8 Winkle & Hulle/28.Hamilton. 1897 April 16 (Fri) Quincy Daily Herald, p. 8.

THE AIRSHIP IS SIGHTED / Well-Known Quincyans Saw the Craft Last Night. / Passed a Wabash Train, Although Going Against the Wind--Observed by Myron Lusk, Henry Clay Cupp and Other Reliable and Well-Known Citizens. /

Myron Lusk, the insurance man, Henry Clay Cupp and other passengers on the Wabash train last night had a good view of the airship again. It was for a long time in plain sight and kept abreast of the train for fifteen miles between Perry Springs and Versailles. The strange part of it is that the ship was going against the wind all the time, and yet was able to exceed the train in speed. At one place it crossed the track only a little ahead of the engine and at a height of less than three hundred feet from the ground. A distinct oscillating motion was visible, and Conductor Malley says that lights could be seen on both sides of the curious craft.

The spectators declare that it could not possibly have been a balloon or kite and are sanguine that the airship really exists and that they have seen it.

After being in line with the Wabash train for several miles the aerial craft suddenly made a spurt and went [ahead] so fast that it disappeared [] and the engineer could not [] see it again.

Passengers from St. Louis also [are said] to have seen the nocturnal visitor on the west side of the river last [night].

Certainly there is some hocus [pocus] going on in the skies above [of which] we vot not.

1897 April 16 (Fri) Quincy, Ill., Daily Journal, p. 3.

They See One of 'Em.

"Hello!"

"Hello--that Chief Ahern?"

"Yep--what's wanted?"

"If you want to see the air ship go to ~~take~~ the window and look through the draw of the bridge."

"Come and see the air ship!" exclaimed the chief to Sergeant Horbelt, Officers Barry and Scharnhorst and a Journal man, who were all in the police station at the time--about 9 o'clock last night--and the chief led the way to the window.

The light which was larger than the evening star, was visible just above the top of the Missouri forest. The light was reddish in color and it was moving northward and downward. Within a couple of minutes it had passed below the timber line and was lost to view. In ~~some~~ five minutes it rose again, moved northward and disappeared.

The viewers concluded that it was a balloon with lantern attachment, such as are being sent up in so many places. It may have been

a reflection of light from the evening star in whose domain it was seen.

1897 April 16 (Fri) Quincy Morning Whig, p. 1.

RACED WITH THE AIRSHIP. / Wabash Passengers Saw the Thing Last Night. / FASTER THAN THE TRAIN. / The Wabash Train Which Arrived Here Last Night Raced With the Airship for Fifteen Miles—Quincy People Among the Passengers. /

The Wabash passenger train which arrived here at 10 o'clock last night had a race for fifteen miles with the airship that is skylarking around the country. The train was running forty miles an hour and kept up with the strange thing for the distance stated, but then the airship pulled ahead of them and disappeared. It was seen by Conductor Charles P. Malley and all the passengers, and there was great excitement on the train. Among the passengers who are known to Quincy people and are thoroughly reliable were Henry C. Cupp, of Fall Creek, Myron E. Lusk, the insurance traveler for Frank Riggs' agency, John Lawson and Oliver Peacock, the porter of the train. All of the passengers and train crew saw it and watched it closely with the greatest interest. And they are all willing to vouch that it wasn't a star or a balloon.

The strange thing in the sky was first seen near Perry Springs, fifty-two miles east of Quincy, and it was about half a mile south of the train. There was a bright white light and close to it a red light. The red light was not visible all the time, but would appear and disappear, while the white light was constant and steady, and shone with considerable brilliancy. The thing was so far away from the train that they could not make out the form of it or see much else but the lights.

The course of the airship was generally parallel with the train. It had a sort of a wave-like motion, up and down. When first seen it appeared to be about 200 feet above the earth, but it was constantly changing its altitude. At times it would swoop down close to the earth, and then with the same graceful motion would rise to a height of several hundred feet. That motion convinced them that it was not a star or a balloon, and there was not enough breeze to carry anything along at the rate of forty miles an hour and more without some other mode of propulsion. A breeze of forty miles an hour would be a heavy gale, and they could see by the trees that the air was almost perfectly still. Moreover, the smoke from the engine showed that what little breeze was stirring was blowing in a direction different from that taken by the airship.

It kept ahead with and just a little ahead of the train for fifteen miles. It never came closer to the train than about half a mile, but as stated, varied its altitude greatly. The unique race was a most interesting one. Through Versailles they went, and when the train slowed up at the station the airship also slackened speed, so as to maintain about the same position. When they pulled out of Versailles and the train increased its speed the airship did likewise, and on they went side by side to Herrgan. Then the airship seemed to become tired of the race, although the train was running full forty miles an hour the thing suddenly shot ahead with a burst of speed that left the machine on the rails far behind in a few minutes. Faster and faster seemed to go the strange thing in the sky, and soon it disappeared from sight.

In speaking of the novel race Conductor Malley said: "I don't know whether it was an airship or not, but I am certain it was not a star or a balloon. I do not know what the form of the thing was, for half a mile is a long distance to see anything at night, even though the night is clear. The weather there was just about what it is here, clear and still, and with a full moon in the sky."

Whatever the thing is, it can certainly travel faster than a passenger train.

The airship was also thought to be here last night. A telephone message to this office from the Anheuser-Busch office on Front street called attention to a strange ~~xxxx~~ big light hovering above the Missouri shore near the draw of the river bridge, but it was so far away that nothing could be made out of it. / HERE'S RAPID TRANSIT. / From Quincy to Springfield in Thirty Minutes by Airship.

Springfield, Ill., April 15.--Adolph Winkle and John Hull, farm hands, made affidavit.

1897 April 16 (Fri) Rockford (Ill.) Daily Register-Gazette, p. 4.

Kingston, Apr. 14.--Several of our citizens have seen what is supposed to be the mysterious "airship."

Apr. 15, 4. Mt. Carroll, Apr. 14.--...The air ship has been observed all over the state was thought to have been seen here Monday evening. The opinions are so conflicting that there seems to be but little doubt that there was an airship. It was noticed to be moving toward the west with two lights suspended from it.

17,8. Pecatonica, Apr. 15.--Pecatonica did not see the airship.

Wed. Apr. 21, 5. Whiteside County: Sterling people noticed a queer northern light Saturday night. It is described by the Gazette as a quadrant sloping[sic] down from the west. For an hour or more this white band of pale light extended from the northern horizon past the zenith of the west.

22,5. Elburn has a haunted house.

Daily Courier, Charleston, Ill., April 14, p. 4.

The air ship is causing a great deal of comment among the Chicago papers just now. During the greater part of the winter it hovered about St. Louis but seems to be going northward. However, the Ledger says it visited Oakland Sunday night.

A Mysterious Light. / Seen in the Heavens Last Night--Was It a Paper Balloon?

A number of persons standing on the corner of Fifth and Monroe streets at about 7:30 o'clock last evening saw a large, brilliant light in the heavens. The light was moving rapidly and was at a great height. Of course, ~~xxxx~~ many persons thought it was the wonderful airship.

Others, however, who were more skeptical said that it was certainly not a star or a balloon, but they were not prepared to say what it was.

People watched the brilliant light until it was so far away that it could not be seen over the tops of the buildings. Some of them then went to the roof garden of the Odd Fellows' building, and there watched the light for a time. The light was still as brilliant but it was not so large.

A party of young men went to Washington park to watch the light, and upon returning to the city stated that the thing came down to the earth, then it rose a little and the light went out. Later the light was seen again, and it was much higher than it was when the light went out. Perhaps it was a paper balloon, such as was sent up at Burlington, Peoria and Decatur.

An afternoon paper yesterday published a story to the effect that two farm hands, Adolph Winkle and John Hulle, residing two miles west of the city, saw the airship land yesterday, and stated that they were willing to swear that they had a conversation with the parties, three in number, in the ship. Of course, no one believed the story.

Mar. 30/8 One April Apr. 11/1/ p2 Hawkeye faks//13/4 adv/16/2//17/6adv 18/6adv

Fri Apr. 16/4--If that mysterious "airship" doesn't come down to earth pretty soon and give itself a local habitation and a name, the whole western country will be afflicted with one gigantic crick in the neck.

Decatur Rvw: "It is now about a month since that airship was first sighted. The inmates must be tired of hardtack by this time. Or, perhaps, the airship is equipped with refrigerators, meat coolers and other modern conveniences of a similar order."

It is high time that the arap shld be laid up for repairs. The arap is like that promised prosperity. It doesn't stay long in one place.

1897 April 16 (Fri morn) The Journal (Springfield, ILL.), p. 6. (card)

SAW A GREAT LIGHT. / But Did Not Take Warning, as Did Saul of Tarsus. / Instead, Several Observers Claim to Have Seen the Air Ship That is X Touring the Skies.

Considerable excitement was created last evening by the appearance of a bright light in the western sky. This light was somewhat larger than that of a star and was much brighter. Those who saw it, say it moved to the north and west. The air ship stories were all revived by the appearance of the light and there was much speculation in consequence. It was suggested that several boys in the west part of the city had been flying kites for several nights with the view of creating the impression that an air ship was hovering over Springfield, and this may account for the light in the western heavens.

There are some of the observers, however, who do not accept this theory. One of these declared that he first saw the light in the southeastern part of the city and that he followed it with his eye entirely across the city until it disappeared toward the occident.

One thoughtful fellow to whom the balloon theory was suggested, called attention to the stubborn fact that at the time the wind was blowing from the point of the compass toward which the light was moving. The fact was called to his mind that the current of the air in the upper heavens oftentimes proceeds in a direction opposite to that of the air at the earth's surface. He declined to accept this possible explanation. His mind was set firmly upon the proposition that what he saw was really and truly an air ship--the weird, interesting kind which easy dreamers have been careening over scores of widely separated cities at the same hour.

There were hundreds of observers on street corners and all were agreed on the one point that the light, be it kite or balloon or phosphorescent monster of the air or what-not, was in motion. To satisfy themselves they took positions where they could just see the light over the edges of roofs and past the dark outlines of church steeples. From these vantage points they could easily determine that the position of the aerial luminary with reference to fixed bodies was constantly changing.

A party of observers consisting of Editor Clendenin, Thomas Rees, J.F. Miller and J. Otis Humphrey watched the traveler from the top of the new Odd Fellows buildings. They were predisposed to the theory that it was a star of unusual brilliancy, but when the element of motion impressed itself upon their minds, there was trouble at once. Each of them was sure the light moved west by north and finally it faded away altogether, whether on account of distance or because it was snuffed out by other natural causes, they were not prepared to say.

Many of the legislators saw the light and they discussed it seriously and jestingly in the lobbies of the hotels. Whether they will take official notice of the visitor remains to be seen.

An evening paper published a story to the effect that an air ship lighted three miles west of the city and that its occupants, a man and woman, were interviewed by two people living in the vicinity. The description given of the craft was the same as one sent out from Carlinville, ~~xxx~~ purporting to describe an aerial conveyance ~~wix~~ 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 Greed 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 its local counterpart had its origin in a similar, but less ingenious, source.
1897 April 16 (Fri) Springfield, Ill., News, p. 1. (card 1)

THE NEWS' AIRSHIP / SEEN BY WENKE AND HALLEY / THE LETTER "M" IS SOLVED / BY CLENDENIN, REES AND HUMPHREYS LAST NIGHT--A TRAIN RACES WITH THE AIR-SHIP. /

The excellent account given in last night's News about an air-ship descending from the skies Wednesday night at 9:00 about 3 miles west of the city was and is the all-absorbing topic, and while the statement made by Adolph Wenke and John Halley is doubted, these gentlemen are prepared to vouchsafe for its truth. The News account has been scattered all over the country by telegraph and has furnished a sensation everywhere, and all day telegraphic inquiries have been made to the News concerning the airship. The sleeping morning papers are disgruntled over the News' great scoop and is the cause of silly sallies which can only emanate from the weak brains of the poor, inefficient reporters. Notwithstanding all this, they fill columns of ridiculous twaddle about the airship, which they claim to have been seen from the Odd Fellows' building. /

THE LETTER "M" SOLVED / By Clendenin, Rees and Humphrey Last Night. Editor Springfield News: Being a porter in the Odd Fellows building I unwittingly overheard the conversation of Messrs. Rees and Clendenin of the Register, and Humphrey and Miller while viewing the air ship from the top of the Odd Fellows' building last night. They were all agreed that the indescribable craft bore upon her side the letter M which was so plainly seen in Carlinville and by the two farmers west of the city. But no two of the four could agree as to what the M indicated. Clendenin admitted that the M indicated to him the mistakes of the democratic party. He was willing to admit that the mistakes had been many. He made a mistake in our tariff bill, in our platform, in our candidate for president and in running Hellweg for mayor; while Rees was satisfied that it was the letter M that was visible and did not wish to deny the mistakes enumerated by Clendenin and could not understand why Clendenin should have left out the mistakes of Altgeld, but he did not believe that the letter M had reference in anyway to the mistakes of anybody, but that it indicated that M meant money. Money makes the rare go, and, of course, that means good money. He was willing to admit that the letter M made a deep impression on his mind, and from this time forward he thought if the Register could be brought gradually around to the advocacy of sound money that they would probably recover some of their lost ground by getting back some of their old subscribers.

Humphrey was willing to admit that the views of both Clendenin and Rees were the result of fair reasoning, but that he had taken a different view of the meaning of the letter M. It looked to him that inasmuch as the strange craft had come from the east and was rapidly moving towards the west it certainly stood for McKinley, and that prosperity was on the move. He admitted that if the craft was right side up it was an M that was visible, but if the craft had turned over it might be a W. In that case it would simply show that the city government had turned from democracy to Wheeler.

Mr. Miller's opinion of the craft was that it certainly was an airship, and he was satisfied that the others were right so far as the letter M was concerned. He agreed with all of the views entertained and expressed by Clendenin and Rees and Humphrey. Still, as to politics, he did not see why the letter M might not signify mix. He was satisfied that the statements made by the different parties were certainly somewhat mixed, and then, too might not M mean mixed drink? We all know he said the more drinks are mixed the more wonderful things are seen, and surely this is a wonderful sight that we have all seen tonight. On the whole, Mr. Miller stated that he was willing to interpret the letter M to signify Miller & Staley's show store. He believed that would be the best solution of the whole affair.

RACED WITH THE AIRSHIP. / Wabash's Passengers Saw the Thing Wednesday Night.

The following story about the airship from the Quincy Whip is doubtless the ship Wenke and Halley inspected in West Springfield:

The Wabash passenger train which arrived here at ten o'clock last night had a race for fifteen miles with the airship that is skylarking around the country. The train was running forty miles an hour and kept up with the strange thing for the distance stated, but then the airship pulled ahead of them and disappeared. It was seen by Conductor Charles P. Wally and all the passengers, and there was great excitement on the train. Among the passengers who are known to Quincy people and are thoroughly reliable were Henry C. Cupp of [] Creek, Myron E. Lusk the insurance traveler for Frank Riggs' agency, John Lawson, and Oliver Peacock, the porter of the train. All of the passengers and train crew saw it and watched it closely with the greatest interest. And they are all willing to vouch that it wasn't a star or a balloon.

The ~~xxxx~~strange thing in the sky was first seen near Perry Springs, fifty-two miles east of Quincy, and it was about half a mile south of the train. There was a bright white light and close to it a red light. The red light was not visible all the time, but would appear and disappear, while the white light was constant and steady, and shone with considerable brilliancy. The thing was so far away from the train that they could not make out the form of it or see much else but the lights.

The course of the airship was generally parallel with the train. It had a sort of a wave-like motion, up and down. When first seen it appeared to be about 200 feet above the earth, but it was constantly changing its altitude. At times it would swoop down close to the earth, and then with the same ~~xxxx~~graceful motion would rise to a height of several hundred feet. That motion convinced them that it was not a star or a balloon, and there was not enough breeze to carry

anything along at a rate of forty miles an hour and more without some other mode of propulsion. A breeze of forty miles an hour would be a heavy gale, and they could see by the trees that the air was almost perfectly still. Moreover, the smoke from the engine showed that what little breeze was stirring was blowing in a direction different from that taken by the airship.

It kept even with and just a little ahead of the train for fifteen miles. It never came closer to the train than about half a mile, but, as stated, varied its altitude greatly. The unique race was a most interesting one. Through Versailles they went, and when the train slowed up at the station the airship also slackened speed, so as to maintain about the same position. When they pulled out of Versailles and the train increased its speed the airship did likewise, and on they went side by side to Hersman. Then the airship seemed to become tired of the race, although the train was running full forty miles an hour the thing suddenly shot ahead and with a burst of speed that left the machine on the rails far behind in a few minutes. Faster and faster seemed to go the strange thing in the sky, and soon it disappeared from sight.

In speaking of the novel race Conductor Halley said: "I don't know whether it was the airship or not, but I am certain it was not a star or a balloon. I do not know what the form of the thing was, for half a mile is a long distance to see anything at night, even though the night is clear. The weather there was just about what it is here, clear and still, and with a full moon in the sky."

Whatever the thing is, it can certainly travel faster than a passenger train.

The airship was also thought to be here last night. A telephone message to this office from the Anheuser-Busch office on Front street called attention to a strange big light hovering above the Missouri shore near the draw bridge, but it was so far away that nothing could be made out of it. /

AIRSHIP JOKE.

Waverly, Ill., April 16.--(Special to the News.)--The residents of this city were startled last night with a report that the mysterious airship was passing over. The streets were soon filled with people looking heavenward, where a light could be seen plainly moving to the northeast. The facts surrounding this mysterious object came to light this morning, and are as follows: John Ritchie, editor of the Waverly Journal, and Harmon Tietgen, agent for the J. & St. L. R'y, got their heads together and manufactured a large paper balloon. With the utmost secrecy they inflated it and sent it up, and after it had reached a certain height they began calling people's attention to the "airship." It was the occasion of considerable merriment. /

UP IN A BALLOON.

"Twinkle, twinkle little star, / Now like a balloon you are, As you ramble thro' the skies / Making rustics open their eyes. How like balloons made of paper / Is your most erratic caper! Politicians at the bar / Watch you twinkle, little star, Scared from top to very bottom, / Imagining again they've got 'er. Sail on, sail on, little star, / Let them wonder what you are. Sparkle, sparkle every night-- / You will help them out at night."

1897 April 16 (Fri) (Springfield) Illinois State Register, p. 4 (eds) Journal

Still Sees Airships.1

It is evident that The Register is determined to make itself the laughing stock of the city. It is still suffering from a severe attack of airships and insists upon talking about an alleged scheme to sell the water works which never.... No one but a confirmed victim of the airship habit could find in that article any such scheme as The Register had dreamed about, and it simply exposes itself to ridicule by discussing the subject and thus calling attention to its pitiable hallucinations.

No town is quite up to date these days unless it has been visited by the "airship," and none is so far behind the times that it does not possess citizens who can see "airships."

Sat Apr 17 p. 4--Those arsp stories might properly be called floating lies.

Apparently that mysterious airship goes abroad only at night. It knows when it will be most likely to find the class of observers that will advertise it.

Apr 17 p. 7--Arsp at Petersburg

18 p.12--That airship business is being overdone.

30 p. 4--The airship must have encountered a cyclone.

Mar 30 Omaha; April 16/5, 18/6

Apr 11 p. 1--Arsp faka (Hawkeye experiment)

Apr 12 p. 3--Airships in the sky appear to be all the rage at present, but any other forms of "jim-jams" ought to answer just as well for those who are unable to see airships.

1897 April 17 (Sat morn) Daily Pantagraph, Bloomington, Ill., p.5 (cd.)

THE AERIAL MYSTERY. / IS HOVERING OVER CENTRAL ILLINOIS. / Seen at Rankin, Arrowsmith, Merum and El Paso Last Night--Mr. Raney Savage's Experience. /

Mr. Raney Savage was at the farm of his father, J.W. Savage, near Downs, several days this week. He says that he saw the air ship one day and that it came down on the farm where he was working. Six persons were aboard and he conversed with them. The machine was cigar-shaped and answered all the descriptions he had read.

The Lake Erie operator at Rankin telegraphed the local office at 8 o'clock last night that the air ship had just passed over that place and was seen by many people.

A few minutes later the Arrowsmith office telegraphed that the

ship hovered over that town and then started toward this city.

ON THE CENTRAL BRANCH.

The Illinois Central passenger train which arrived in this city at 7:45 last night reported that the airship passed over the vicinity of Merna as the train came south. It was plainly seen by Mr. J.P.W. Eson, the mail agent, Baggage-master Black and others. These gentlemen are reliable and assert with the utmost positiveness that they saw the aerial voyager and that it was making for the northwest at a rapid rate. The description of the ship tallies with those published in regard to it from various other points.

AT WOODFORD STATION.

When the 8:50 Illinois Central train from Dubuque arrived in this city last night the train crew and passengers at once reported that they had seen the air-ship between Woodford station and Minonk. It showed the usual colored lights and was moving swiftly northward at a high altitude. Among those who saw it were Conductor William Wamsley, E.M. Carter, superintendent of bridges, and Mr. Adamson, chief of agencies, all good, reliable men. Several of the passengers also saw the wonder and all told precisely the same story.

SEEN AT EL PASO.

El Paso, April 16.—[Special.]—The "airship fever" seems to have struck this vicinity. Mr. Robert Hitch and family, living north of town, say they saw a bright light in the heavens between 8 and 9 o'clock last night and supposed it to be the much talked of airship. The light seemed to be headed for the northwest and was going at a good rate of speed. Several others also saw it. The character and truthfulness of those who claim to have seen the airship are unquestionable and it is likely, if there is anything in this airship business, the object seen last night was the flying ship.

DANVERS SEES TWO SHIPS.

Danvers, April 16.—[Special.]—Many of the citizens of Danvers declare they saw the airship which was reported from Leroy to be coming in this direction, and also a trailer which followed it very closely and was much smaller. They presented the prettiest sight that has ever been seen in this part of the state. The mandolin club, which is composed of the best and most truthful young people of the town, say they saw them first and gave the alarm to others. It was three minutes after 12 this morning. The ships were of some bright material which presented the general appearance of aluminum and the occupants were dressed in western style.

AND MASON CITY ALSO.

Mason City, Ill., April 16.—[Special.]—The much-talked-of flying machine was seen about this city tonight. The peculiar light was first seen almost directly above the city at 9:30. Word was passed from one person to another, and soon a large crowd gathered in the business portion viewing it. The light was very bright and much larger than a star. It shone intermittently, being bright one moment and then dark. Its course at first seemed undetermined, it went south for a short way, then back north, and then rapidly floated away in a westerly direction. It was at great altitude and was seen for about 30 minutes.

April 17, 1897 Chicago Record (Sat.) p. 3

(cont'd)

One Airship Would Not Fly

Practical Jokes at Waterloo, Iowa, Deceives Thousands of Persons. / Special to the Chicago Record.

Waterloo, Iowa, April 16.—Waterloo made the discovery early this morning that an airship was anchored on the west bank of the Cedar river, just inside the city limits, and the citizens thronged to the spot. The ship was constructed of canvas, heavily painted and tightly stretched to a light framework of wood. The principal parts of the concern were two large cigar-shaped balloons, each 36 feet in length and about eight feet in diameter at the swell. These lay side by side, and slightly elevated between them was the cabin, and inside of this were the compressors and generators with which the man guarding the machine seemed to be perfectly familiar. No opportunity was given any one to inspect the machinery, and any attempt to cross the rope fence which he had erected was met with an order to stay out.

Visitors came hastening from all parts of the city, and the news spread rapidly. It was but a few moments before the telephone and telegraph wires were busy receiving messages from outside towns asking information on the latest airship. So well did the man guard his treasure, and so clearly did he tell the story of how he, in company with a Mr. Stornont, left San Francisco on March 20, and gave every detail of the voyage up to the time of landing, that fully half of the 5,000 people who visited the place today doubted the truth of the matter when it leaked out this afternoon. The affair was built by a practical joker, who has devoted more than a week to its construction, and when it was finally completed and placed on the ground late last night not half a dozen persons beside the inventor knew anything about it. The grounds around it are crowded to-night, and people are coming in from a distance, expecting to see the "airship" start on its journey at the hour appointed. When told that one man had fallen overboard just before landing, a searching party was organized by some of the more credulous, and a start was made at dragging the river for his remains, when it was discovered that the entire affair was a joke.

Bloomington, Ill., April 16.—Many reports of airships have been received here to-night. The telegraph operators at Rankin and Cross-Smith, stations on the Lake Erie and Western railroad east of Bloomington, report that at about dark an airship hovered over those towns and then set out in the direction of Bloomington. Soon after this the crew of an Illinois Central train from the north arrived in the city. Conductor William Wamsley, E. M. Carter, superintendent of bridges, and Mr. Adamson, chief of agents of the Illinois Central, declare that while the train was at Woodford station, near Minonk, about 8 o'clock they saw an airship at a great altitude, and going west or

northwest. A few minutes later a passenger train on the Illinois Central arrived from Chicago. The mail agent on the train, J. P. W. Eson, of Bloomington, and William Black, train baggage-man, assert that they saw a gigantic aerial boat sailing westward while they were between Barnes and Merna stations, in this (McLean) county. Others on the train declare that they also saw the airship. It was flat, of apparently rectangular form, and carried red and white lights. Robert Hitch and family, who live three miles south of El Paso, say they saw the airship in the heavens between 8 and 9 p.m. yesterday.

1897 April 17 (Sat) Peoria Daily Transcript, p. 6.

From Thursday's Daily. / Saw the Air Ship.

Mrs. W.E. Andrews, wife of Prof. Andrews of the Taylorsville high school, enjoys the distinction of being the first person in Taylorsville to see the air ship that is now attracting such wide-spread interest in central and northern Illinois. She is an enthusiast on aerial navigation and during the absence of her husband Monday evening she looked skyward for the nocturnal bird. Finally she observed the red and green lights floating in the heavens and notified the family of C.E. Evans, living next door. When the Evans (sic) appeared the air ship could not be seen, having disappeared while Mrs. Andrews was calling her neighbors to witness the latest triumph in navigation.

Yesterday's dispatches are to the effect that it was also seen at various times during the last 24 hours at Burlington, Iowa, Moline and Lincoln, Ill. Between Chicago and the former place it distanced a fast mail, and the engineer claims that it traveled 150 miles per hour.

1897 April 17 (Sat) Peoria Daily Transcript, p.

Another Air Ship Hoax.

The boys at the Horological Institute have had their share of the general interest in the airship and have added the usual college pranks to the excitement. About 1 o'clock yesterday morning a crowd got under the window of one of their instructors who has been much interested in the ship and aroused him by shouting that the aerial visitor was then in sight. He popped his head out of the window to see it, only to be greeted by howls of derision from the students. Their racket had aroused the landlady, however, and she soon made the air so blue in that vicinity that if the airship had been right over their heads no one could have seen it.

1897 April 17 (Sat.) Daily Illinois State Register (Springfield), p. 6.

They Saw the Airship.

Petersburg, April 16.—[Special.]—The supposed mysterious airship passed over this city about 7:50 last night. It was seen by 50 of the leading business men around the square and any one of them would say under oath that they saw a red and green light at that time. It traveled the entire horizon from northwest to southeast in less than one minute and appeared about the size of a Chinese lantern to the naked eye. It appeared to be about 2,000 feet from the earth and to be traveling at an extraordinarily rapid rate of speed.

1897 April 17 (Sat morn) Illinois State Journal, p. 7.

Airship at Petersburg. / How a Party of Jokers Daffied with the Credulity of Their Fellow Citizens.

Petersburg, April 16.—[Special.]—Last night about 8 o'clock a telephone message purporting to come from Springfield was received by George Freese, proprietor of the Werner house, bearing the intelligence that a monster airship had left Quincy and would pass near Petersburg about 8:15 o'clock. Mr. Freese at first gave little credence to the message, but upon going out and looking into the heavens saw three colored lights about six feet apart. He at once gave the alarm and in a few minutes the square was alive with people who craned their necks in wonder at the monster aerial machine.

The wildest speculation prevailed, some asserting that the ship was moving over 100 miles an hour—that it was at such a great height as to prevent any part of it being visible but the colored lights. Investigation this morning developed the fact that the whole thing was the work of a few practical jokers who had inflated a small balloon provided with a crossbar at each end of which were colored lights. The bright moonlight added in the deception and completely hid the balloon from view.

The perpetrators of this joke are said to be J.D. Holz, Dr. Fouche, Logan Duncan and John Hamilton. Carl Aug. Gustafson denies any complicity in the matter. Sam Rule is responsible for the bogus telephone message.

The scheme was successfully carried out and the deception perfect. 1897 April 17 (Sat) Taylorsville, Ill., Daily Breeze, p. 3.

A SEA ABOVE THE CLOUDS. / Extraordinary Superstition Once Prevalent in England.

The curious superstition that there is an ocean above the clouds is illustrated by the following strange story, by an old English writer: "One Sunday the people of a certain village were coming out of church on a thick, cloudy day, when they saw the anchor of a ship hooked to one of the tombstones—the cable, which was tightly stretched, hanging down from the air. The people were astonished; and while they were consulting about it, suddenly they saw the rope move as though some one labored to pull up the anchor. The anchor, however, still held fast by the stone, and a great noise was heard in the air, like the shouting of sailors. Presently a sailor was seen sliding down the cable for the purpose of unfixing the anchor. When he had just loosened it the villagers seized hold of him, and while in their hands he quickly died, just as though he had been drowned. About an hour after, the sailors above, hearing no more of their comrade, cut the cable and sailed away. In memory of this extraordinary event,

the people of the village made the hinges of the church doors out of the iron of the anchor." It is further stated that these hinges, "are still to be seen there;" a bit of evidence much like Munchausen's rope wherewith he once climbed to the moon. If you doubted the story you were confronted with the rope.

There is another queer tale about this aerial ocean. "A merchant of Bristol," it is said, "set sail with his cargo for Ireland. Some time after, while his family were at supper, a knife suddenly fell in through a window, on the table. When the merchant returned and saw the knife, he declared it to be his own, and said that on such a day at such an hour, while sailing in an unknown part of the sea, he dropped the knife overboard; and the day and the hour were found to be exactly the time when it fell through the window." All of which was once implicitly believed by many, and regarded as incontrovertible proof of the existence of a sea above the sky. One is at a loss to conjecture how that "unknown part of the sea" connected with the rest of it. A physical geography showing this would be no small curiosity. --Boston Post.

1897 April 18 (Sun) Ottawa, Ill., Sunday Journal, p. 4. (card 1)

VISION OF THE AIR SHIP. / BY DANTE.

On the train that Tuesday morning we had been talking about the airships.

The air and the newspapers were full of them.

Where they came from or what they were no one could tell.

Almost every known town north and west, and some unknown, had given reports of them, and from Lake Michigan they had come floating in over Chicago, the silent messengers at night and the fortunate ones that had seen them had given glowing and varied descriptions.

From the shape of an enormous cigar to a full rigged ship with masts and steamer side wheels and double deckers.

They had seen the men on board and the colored light signals as they sailed away into space.

Men talked of them on the streets, in their homes and places of business and each morning the papers were scanned for the latest news of the fading curiosity.

But Ottawa had been left out. No mention of our own city in all this excitement.

Could it be that we of Ottawa were not so imaginative and were bound only to tell the naked facts?

Or had we been slighted in all this sea of air sailing ~~above~~ above us? Where were our reporters always so alert for the news?

From the small boy who would be willing to break an arm to get his name in print to the business man who always dodged the interviewer, we knew the reporters, and no one ever dared doubt their loyalty to Ottawa.

But now we had been forsaken by them and Ottawa must now have an air ship all of her own.

In this condition of mind I slept. Again I was in the great city of Ottawa.

Around me arose the massive blocks of buildings, taller, grander than before. I recognized the street only by the familiar signs over the places of business, names of firms and men I knew so long ago.

And as I looked down the street some one comes with that elastic swinging step, that happy face, comes again my old friend Beckwith.

Hello my my farmer friend, he cried, as recognition was mutual and our hands met in friendly greeting and a live shake was given.

Tell me, Beckwith, I asked first of all, how is it you and I both live after such a fall from that dizzy tower?

Why my friend, he answered, that was 100 years ago and I supposed you ~~knew~~ knew it all.

Is it possible you have not been here for so long a time and all these things are strange again?

I stood aghast at his answer.

Then had I slipped another 100 years. Beckwith assured me that such was the case, but that old friends were alive and well and would know and greet me.

But fell me of our escape from the falling tower I said.

Oh, so easy, was his answer.

When the master at the station saw the ship had passed, he turned on the attractive with full power in our direction which stopped the ship as she cut through the steel beams and held the toppled tower in midair till another ship was sent to our relief and all were saved harmless but yourself.

You had disappeared and no one knew where you had gone, and this is the first information from you for 100 years.

I am pleased to see you again, he continued, and you will find the city of Ottawa still growing and spreading out over northern Illinois.

But the ships in the air, I asked, tell me of them, I can hardly wait.

Well, he answered, you remember when you was [sic] here 100 years ago, we had a line of steel ships speeding between here and London.

I never told you about my experience with the ships before I took the public into my confidence.

I had conceived the idea somewhere back in the winter of 1896-7 and had harnessed enough of the forces to apply my ideas to a small ship in April, 1897.

With three trusty men I built the ship in secret, and as I planned so well that when completed it worked almost to perfection.

I stored the ship with provisions and one dark night in April four of us entered the ship, cut it loose and arose into the air.

To tell you of all our wanderings for the next four weeks in midair would be a long story.

We could attain almost any speed we desired up to 150 miles per hour. Could rise above the clouds or touch the earth as we wished.

174 To mystify the people below all the more, we exhibited ourselves only at night and then by the aid of colored lights, intensified with reflectors.

We made our first appearance over Omaha, and sailed over Nebraska, Kansas, Minnesota, Iowa, Illinois and the lakes.

At times we would descend low enough over a town to see the people and hear them talk, and see the excitement we were creating.

In the quiet hours of night we would alight in some favored spot where we could obtain the daily papers to read the next day in our journey above the clouds.

It was rich to read the opinions of press and people about us. Some were sure we were a lost star sailing through space. Some figured us out a flock of geese in their night wanderings.

Others had heard our ship explode in mid-air and found the fragments the next morning while a few were thought crazy to advance the idea that we were live men operating and controlling the first successful ship that ever navigated the air. And so we sailed and enjoyed the comments of the world below until I was satisfied my experiment was a success.

And so Ottawa is the birthplace and home of the air ship. We now have a line of ships between here and nearly all the important ports of the world.

We also have put in operation smaller carriage ships for family or private use and they are as common now as horses used to be in the olden time.

Families own their own air carriages which they use freely and safely, about the city or country for pleasure and business. See them now as they begin to come out this pleasant morning he remarked.

In astonishment I saw them coming. Over the tops of the highest buildings they floated side by side, filled with business men, and laughing pleasure seeking ladies, coming from homes into the streets before us. Richly painted carriages, flashing in the sun light, decked with gaily colored flags or streamers as they floated down to the street like birds or mounted up to mid air, or passed and re-passed before us up and down above the heads of the multitude below. What a sight! I shall never forget it. And all this came Beckwith from your experiments that the people wondered at so long ago" I asked. "Yes this is the result he replied and yet we are not satisfied but are still hunting for better things in the near future.

But come take a trip over to Australia with me tonight in our new ship "The Ottawa" and I will tell you more of the great city and can read the news in the Ottawa Journal as we go, fresh from all the world beneath us. This ship will speed out at 5 p.m. so be on hand.

Just then the brakeman jostled me as he called "all out for Chicago."

April 19, 1897 (Chicago Tribune (Mon.) p. 6 (editorials)

Time for the Airship to Quit.

It is reasonable to expect and hope that the perpetrators of the airship will have the grace to look upon Easter Sunday as the closing day of their season. With spring well under way and soon to merge into summer the public ought not to be burdened with too great a strain on its patient confidence. The aerial craft has enjoyed a long and entertaining engagement. It has usurped the prerogatives of birds, stars, and about everything else above the surface of the earth, but its attainments are strictly confined to the ethereal realms, and the time is close at hand when the gaiety of the Nation looks for inspiration to the "vasty deeps." As much as the airship is cherished by the mass of the people and held in reverent admiration for its ubiquitous achievements, it yet must not intrude on the time set apart for the gambols of that other eccentric wanderer, the sea serpent.

At about this season of the year the great sea monster is accustomed to poke its head up above the surface of the waters at some chosen summer resort and take a preliminary survey of the battleground. This first appearance is much after the style of the traditional spring opening made by the groundhog, but the reptile is not so difficult to please and loses little time in becoming a continuous show. It is apparent that the picturesque denizen of the ocean would be much discomfited if he found general attention diverted from himself to a rival attraction in the heavens. Moreover, the people who spend their time observing these apparitions could not hope to do justice to both at the same time. We advise the airship to retire gracefully before it becomes ridiculous. In an excess of zeal it is showing a disposition already to overdo the business. Some people are beginning to harbor doubts about its genuineness. The occupants are risking their reputations by indulging in hazardous fishing expeditions, catching swordfish and suckers. At other times they have been evincing a lively ignorance of "where they are at." They are plainly "rattled," and need a rest. In one of its incarnations the craft appears to have exploded up in Michigan somewhere. That would be an easy and dignified form of exit, and it would be prudent in the management to make an official announcement that owing to this "blow up" performance will cease indefinitely.

Down with the airship and let the sea serpent rise.

1897 April 19 (Mon) Peoria Daily Times, p. 6.

AN AIRSHIP FAKE. / Brakeman Hardinburg Thinks He Saw the Mysterious Ship.

When the Peoria & Pekin Union train rolled in from Hollis Saturday morning Brakeman Hardinburg and Baggage-master Haley told a great story of the air ship, which has been attracting so much attention recently but from all The Times can learn their statement was a bare-faced lie. They declared that while the train was going through a ravine to the new Sholl bank near the insane asylum, they saw something a short distance from the track. There were a number of people about it. The train was stopped and they went to find what it was the

air ship. Hardenburg in conversation with a Times reporter minutely detailed the apparent construction of the strange craft. He gave dimensions, told of the wonderful machinery, the greater part of which was covered with canvass. He said there were three men and one woman in the party. They were young looking people and he talked with them. They landed in the ravine at 3 o'clock Saturday morning having made the trip from Omaha since 8:30 the night before. They were anxious he said to know what the people thought of them, and what the newspapers had said. Hardenburg told where the whip was built, and a great deal more. A Transcript reporter was sent to the ravine to investigate. He could find no trace of an air ship or anyone who had seen it except Hardenburg. No one in the immediate neighborhood knew of it. Engineer Schems of the same crew did not see it but heard Hardenburg talking about [it], and the air ship story is probably a lie made out of whole cloth.

1897 April 19 (Mon.) Sterling, Ill., Evening Gazette, p. 6.

QUEER NORTHERN LIGHT / Band Like the Milky Way Extended from Horizon to Zenith Saturday Night.

Saturday night an unusual phenomenon was observed in the northern heavens by a number of Sterling people. About 9 o'clock a quadrant of an enormous circle of light was seen in the north, sloping down from the west and tangent to the earth. It was quite plain and seemed to be tinted, though the moonlight dimmed the colors. Gradually the circle widened and the arc extended toward the zenith, growing less intense and resembling the milky way. For an hour or more this wide band of pale light extended from the northern horizon past and somewhat west of the zenith. Judging from the gradual expansion of the quadrant, the band of light was doubtless an arc of a circle whose radius was infinitely long.

1897 April 20 (Tues) Chicago Tribune, p. 4.

EDISON SCOFFS AT THE AIRSHIP. / Says That It Is All a Fake and That at Best Such Machines Are Only Toys.

New York, April 19.---Special.---Thomas A. Edison doesn't think much of airships. He has seen today in his W. Orange laboratory in regard to a late account of the movement of the airship, according to which a letter was dropped from it on a farm near Astoria, Ill., with a ~~scissors~~ cipher enclosure addressed to Edison and signed "C.L. Harris," electrician airship no. 3.

Mr. Edison paused from a luncheon of sandwiches, pumpkin pie and tea to observe: "You can take it from me that it 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, but there has been too much talk about this supposed airship out West. I have always found that there is much talk before these ships are tried and very little afterward.

"It is absolutely absurd to imagine that a man would construct a successful airship and keep the matter secret. When I was young we used to ~~make~~ construct big colored paper balloons, inflate them with gas, and they would float about for days. I guess some one has been up to the same game out West.

"When 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 very powerful motor, which must be of very light weight. At present no one has discovered such a motor, but we never know what will happen. We may wake up tomorrow morning and hear of some invention which sets us all eagerly to work within a few hours, as was the case with the Roentgen rays. This success may come.

1897 April 21 (Wed) Jacksonville, Ill., Daily Journal, p. 3.

City and Vicinity.

People in the north part of the state needn't think they have a monopoly of the airship, for last night while several reputable gentlemen, whose names are on file at the Journal office, were ~~sitting~~ sitting up waiting for the news from the polls, they saw plainly in the northwest the lights of the aerial vessel, and occasionally the dim outline of the ship itself. The name of Fairbank(?) was conspicuous on the side and other emblems were visible and its course veered from northwest to north and it kept in sight for 15 or 20 minutes finally sinking beneath the horizon at a point nearly north of the city.

Galena, Ill., Gazette, ~~xxxx~~ Tues eve. April 13, 3. City Chat.

The "air ship" was seen a score of different places hundreds of miles apart again Monday night. It was seen at Elizabeth by many reputable witnesses. Every circumstance goes to prove the theory of the Dearborn observatory astronomer correct. It is to the effect that the mysterious lights are reflections from the brilliant star, Alpha Orion.

Apr. 2, 9. Hallucinations. Napoleon saw "his star" even in tent.

1897 April 22 (Th) Daily Pantagraph (Bloomington, Ill.), p. 5.

Saw the Airship.

---Mr. J.C. Roeder, of N. Oak street, has received a letter from his son, Samuel Roeder, who is at present in Chicago studying engraving, in which he states positively, that the much talked of airship was seen by him last Saturday night at 7:30. Mr. Roeder states that, previous to this time, he had no faith in the airship stories, but seeing is believing, no matter what people say. He states that he first saw it in the southwest and that it traveled so fast that it took it only about 45 seconds to pass around to the northeast of him, and gradually got smaller and finally disappeared.

1897 April 20 (Tues) Galesburg, Ill., Evening Mail, p. 4.

ANOTHER VIEW OF AIRSHIP. / Galesburg People Are Sure They Saw It Last Night.

Once again has Galesburg been treated to a vision of the air ship, and residents in the north part of the city are willing to take oath that they saw the mysterious apparition last night. This time the course of the ship was different ~~xxx~~ than on former occasions. It appeared to rise in the northwest corner of the city, and passed around to the north, and then to the southeast, where it was finally lost to view. Those who saw it say that the light was very bright and had a reddish tinge. It was far brighter than any of the stars, and the sky was clear. The light at times would make a great dip down and then apparently stop altogether, when it would suddenly shoot forward again. It was last seen about fifteen miles to the southeast, as tho' making for Peoria.

1897 April 21 (Wed) Evening Telegraph (Dixon, Ill), p. 4.

Are We Geese?

One night during the airship excitement a lone wild goose flew over this city without making a sound. The "rubbernecks" saw it and great was the uproar. To them it was the airship with the lights out, discernible in the bright glow of the moon. A half-hour later a whole flock of them flew over and the very timid thought that we were about to be attacked by a fleet of ships from Mars.

PALMYRA

Mrs. R.M. Swigart of St. Johns, Mich., who has been a guest of Mrs. Carrie Swigart the past week left Saturday morning for an extended visit in Iowa and Kansas. In a letter received from her Monday she reports having seen while enroute the "great airship" by the water side close to the train at Waterloo, Iowa. It was described as looking like two large balloons with wings and was being visited by many hundred people.

FRANKLIN GROVE

The "flying machine" was seen by a number of our people both Saturday and Sunday nights. The blamed thing must be a hustler on the travel, as it was seen, according to all reports, in many different states not only on the same night but almost at the same hour.

1897 April 21 (Wed.) Sterling, Ill., Evening Gazette, p. 6.

Urban Items.

The air ship put in its appearance in Jordan last Sunday night. A citizen of the town (who ~~says~~ declares that he can tell a flock of wild geese from an air ship), saw the ship about 9 o'clock in the evening going from the east to the west. He positively declares that the ship landed at Bressler's mill where it took in a supply of water. It was impossible to discern if any of the occupants got out of the ship. After taking in the water the ship rose straight up about 1573 feet and then disappeared in the west. The ship was the same cigar shaped floating instrument seen by others.

16, 6: Penrose and Suburbs. A number of flocks of wild geese has been noticed flying north in search of the airship.

Some enterprising young fellow and his girl in the north part of Jordan, have been out every night for the past week, mooning and scrutinizing the sky for the air ship and have finally discovered what it is. They say it is nothing more or less than a flock of very wild geese with glass eyes. So there you have it in a nutshell.

16, 8: Walter Stockdale vent up the river yesterday in search of fish pickled eels and airships.

14, 5 (Wed.): A travelling man who came down from Dixon last night says the milky way was all stirred up over the airship last evening. About 7:50 o'clock the mysterious light in the heavens was seen floating over in a southeasterly direction. In a very short time the streets were thronged with people who were stretching their necks and straining their eyes to make out the shape of it. He estimated that there were about 1,000 people looking at it and great excitement prevailed.

1897 April 22 (Th) Galesburg, Ill., Weekly Mail, p. 1.

HIGH SCHOOL BOYS FLY A KITE / People Think It the Airship and Wonder Threat.

Monday night many people on the North side saw what they supposed was the airship. Many saw the apparition and were very glad to think they had seen the "real thing" and when it was in much better shape than when seen a few nights ago. This time, according to the many accounts, the light was very brilliant and was moving very rapidly and in a very unsteady course. But now the truth is made known and many will doubtless be sorry to learn, as they will have to wait until Galesburg is favored with another visit from the "ship." What was seen by the Northsiders was nothing but a large kite with a large Japanese lantern on the tail in the hands of some High school boys who were trying to see if they could make people talk. They did.

1897 April 22 (Th) Straator, Ill., Daily Free Press, p. 2.

The Air Ship Fake.

Illinois should surrender its title of Sucker State to Iowa. There are a good many suckers in our neighboring state. A genius over there took advantage of the airship delusion and build an astonishing machine in a cornfield and then surrounded it with ropes so that it could not be easily inspected. He then procured a smooth talker. Of course the machine was discovered and of course it was the air ship. The jokers had a very smooth and plausible story to tell about making the ship in California and about their journey and breaking one of the wings. Hawkeyes flocked by the thousands to see the "ship" at 25 cents a "see." The inventor fairly revelled in "quarters." The discovery got into the newspapers and hundreds of telegraphic inquiries poured in from all parts of the country. Correspondents were deluged with dispatches from their papers, all anxious for good stories. Finally the joke leaked out and now a big laugh is going up all over Iowa. Indeed the state should be called the sucker state.

More Air Ships.

The people long for power to fly into the air. They envy the birds in their flight. By the invention of the locomotive and the bicycle, man is able to pass the swiftest beast on foot, but the innocent bird still holds a monopoly on aerial navigation. The thought is so often father to the wish, that the Public is not surprised at the rumors of air ships studding the sky like stars, and then, we opine, air ships will disappear. Reputable inventors are at work on aerial navigation and it may not be long before the long-hoped for air ship will appear and carry passengers. The Budget of Philo, Champaign county, started the sensation of air ships about three weeks ago and it has spread all over the west, many people believing the aerial problem has been solved. Quite a number of reliable citizens of Clinton think they saw the mysterious airship last night, traveling from east to west in the direction of Lincoln about 10 o'clock.--Clinton Public.

1897 April 23 (Fri.) Lincoln, Ill., (Semi-)Weekly Courier, p. 8.

The County. / Eminence.

At the dark hour of midnight one night last week we were aroused from slumber by the cry of some one as if in distress out on the road. We could not see distinctly, but there were two men in some kind of conveyance with a cover. They asked for the loan of a hatchet. As we turned to get the desired tool we heard some kind of a noise, as of the starting of a motor and the flapping of wings, and our strange visitors rapidly sailed off in a northwesterly direction. We are not sure this was a visit from "that air ship," but judging from the profane language and idiotic laugh of the motor man, as they departed, they were evidently strangers in Eminence.

April 26, 1897 Chicago Record (Mon.) p. 2

(card 1)

Says He Sailed the Airship

Omaha Exhibition Directors Think They Know the Real Inventor. Special to Chicago Record.

Omaha, Neb., April 25.--Some time ago the trans-Mississippi exposition directors received a note signed "A. C. Clinton," requesting an option on ground sufficient to fly an airship daily from the exposition grounds. The writer admitted that Clinton was not his own name, but declared he was the man who had been sailing an airship in this locality recently and explaining that he desired to conceal his identity temporarily. It caused much comment, and an investigation was instituted. It has resulted in the showing that Clinton A. Case is probably the inventor. He went to Kansas City some time ago. Before going he exhibited his invention under pledge of secrecy to Alva J. Groves, a civil engineer of Omaha, together with the drawings of a propelling engine, the like of which the engineer had never before seen.

Mr. Groves declared himself of the opinion that an airship or aeroplane, built upon these lines, would be able to navigate the air, providing its resistance to air currents and the efficiency of its steering gear were in proportion to the lifting capacity of the aeroplane.

A remarkable feature of this air navigator was the propelling engine, which owing to the construction of the plane, must of necessity combine great power within a small space. Case's plan showed that after the first 300 pounds of weight every horse-power could be secured by each additional three-pound weight of engine; the whole power for carrying 1,000 pounds could be stored within the space of an ordinary office desk. Naptha was to be used instead of coal, being easily carried in tanks at the bottom of the plane. The plane itself, of an entirely original design, was the result of many years' experimenting. Its framework was to be of bamboo, which the inventor has found to be the strongest as well as lightest material known. Thirty-foot wings of bamboo, ~~xxxxxxxxxxxxxxxx~~ covered with silk, extended outward and downward on each side of the body of the ship, the latter having somewhat the appearance of a boat's keel, tapering upward toward the front. The propeller at the rear was like an ordinary steamship's screw, with the exception that the blades were very long and tapering and made of aluminum. At the bottom of the ship on each side wheels were placed, which assisted in starting the plane, and they were also to be utilized when alighting.

cont'd - ?

1897 April 26 (Mon eve) Springfield, Ill., News, p. 1.

HE SAW IT. / Cleveland Man Who Will Swear to the Air Ship.

Cleveland, O., April 26.--J.W. Lansing, of Brundage and Lansing, Central avenue commission merchants, has just returned from a trip through southern Iowa. While in Grinnell, Mr. Lansing said, he saw the much talked about air ship. Mr. Lansing is noted for being strictly temperate and does not wear glasses. In speaking of it he said: "I saw it twice, but at Grinnell it was very plain. It was early in the evening and the ship could be seen distinctly. It was shaped like a cigar, and it moved in various directions, some of the time against a strong wind.

"The general impression of those who saw it seemed to be that it was an air ship worked by electricity. I could not say myself that it was, but it was some kind of a manufactured thing floating about overhead."

AIR SHIP PLAN / Filed to Be Patented--May Be the One Reported Seen.

Omaha, Neb., April 26.--In the office of G.W. Sues, the Omaha patent solicitor, may be seen the plans of an air ship which, it would seem, very nearly solves the problem of aerial navigation. The invention is that of Henry Heintz, of Elkton, S.D.

In this connection it would not be at all strange if it turned out

that the people in Nebraska reported to have seen an air ship had really seen the Heintz air ship, as Elkton is a little more than 200 miles from Omaha. The invention as described by Mr. Sues, it is thought, very nearly duplicates, through mechanical means, the flight of a bird.

The invention embodies an elongated aerial car, entirely enclosed, provided with a steam engine to drive a shaft provided with a ~~booyas~~ propeller.

1897 April 29 (Th) Monmouth, Ill., Daily News, p. 1

ANOTHER AIR SHIP. / Two Men Say They Saw the Machine Last Night.

The air ship story was revived last night after a two weeks' rest by a story told by two men whose word ought to be good. They were talking on the street about 9:30, when the something sailed almost directly above them and parallel with the street on which they were standing. It seemed not a great distance up, but yet so far that they could see nothing but the three colored lights it displayed. They did not see the traveler until it was above them, and then they watched it go rapidly out of sight in a line directly east of them.

The men say they do not claim they saw the air ship, but they certainly saw something, balloon, kite or ship, and it was going at a lively rate and almost straight into the teeth of quite a breeze.

April 30, 1897 Chicago Record (Fri.) p. 5 (letters)

Colored Lights in the Sky.--Last evening, about 3:15 o'clock, my family and I were watching the stars, when our attention was attracted by a moving object in the heavens which tallied with the airship of which we have read something. Having been skeptical, we called our neighbors' attention to the object, and five families of us watched it for about 30 minutes. It was a little southwest of here. It seemed to be travelling west, but veered as it travelled, moving north and south, and also up and down. It showed three distinct colors of light as it changed its position--white, red and pale green. This object we watched until it went down over the hills.

Interior, Michigan, April 25. P. H. Watgoner.

Wed. April 29, p. 4 (eds.)--The advent of the airship was timely. It should find a ready sale among baseball umpires.

Thurs. April 29, p. 4 (eds.)--The airship did one good turn during its short career. It diverted the attention of the correspondents who regularly bill off the peach crop at this season.

INDIANA

1897 April 5 (Mon) Columbus, Ind., Evening Republican, p. 1.

AIRSHIP IN KANSAS. / A Former Bartholomew County Man Writes of the Wonder. /

A. S. Arnold, a former resident of Columbus, has written a letter to John Perry, of this city, describing the air ship which has caused the people of Kansas so much wonder:

Mr. Arnold is now the postmaster of Topeka, Kansas. He is a cousin of Mr. Perry. In the letter he says:

TOPEKA, Kans., April 1, 1897.

The appearance of the air ship at night in this and some adjoining states is a matter attracting much attention now. I have seen it twice. First time last Saturday evening and again last night. There is much speculation about it. I don't know what it is. One thing I am certain of, and that is that it is a bright object moving in the heavens and seemingly under perfect control. It is a deeper red than the red ~~xxxxx~~ of the ordinary stars and here it appears usually in the west, I am informed, about 10 o'clock at night. Look for it.

There may be others. / A. S. Arnold.

April 5, 1897 Indianapolis Journal (Mon.) p. 5 (card 1)

That Elusive Airship

That Mysterious Wanderer of the Heavens Last Seen in Illinois.

Chicago, April 4.--The Herald says: It was not to be supposed that the people of Nebraska and Kansas were long to have the monopoly of gazing on the mysterious airship that soared into the heavens after dark and dazzled the wondering and awestruck spectators with their brilliant searchlights. But it was the general understanding that Indiana would next be chosen for the visitation because of the national reputation of the Chicago correspondents at Winamac, Anderson and Pink Mink Marsh. And now comes sober, cultured and conservative Evanson and gravely ~~xxxxxx~~ deposes that on the third day of April, A. D. 1897, at 8:40 p.m., a mysterious light, evidently that of an airship, was seen passing rapidly over the city, going west-northwest. The light was very bright, more like an electric light than anything else, and gave out a curious sort of flash at intervals. It seemed to be about a quarter of a mile above the earth. At 8:55 it mounted high in the heavens and was rapidly lost to sight. The story is probably true, for the Evansonian who reported it was afraid of being laughed at and declined to give his name.

Seen by Kansans.

Independence, Kansas, April 4.--The mysterious airship that has been seen at various points over Kansas and Nebraska and has recently caused so much comment, beyond a doubt paid southern Kansas a visit last night. It passed over the city at an early hour last night and was seen by many people whose veracity is beyond question. The strange ship appeared in the southeast about 8 o'clock. At first the persons who saw it thought it was a star, but it gradually came nearer and increased in brilliancy as it approached. It could be observed that it did not travel in a straight line, but darted first this way, then that, but always keeping on the same course. Suddenly it veered to the south, then turned and passed directly over the city, in a northerly direction.

When first observed it appeared very low, but as it approached it rose higher and higher and passed over the place at a considerable distance and was traveling at a high rate of speed. After it had passed it again descended and for five minutes appeared perfectly stationary. Then it was set in motion, darting back and forth, up and down, and after a short interval continued on its journey and disappeared gradually in the northwest. It was about half an hour from the time it was first seen until it disappeared.

April 7, 1897 Indianapolis Journal (Wed.) p. 2

That Mysterious Airship

Nashville, Illinois, April 6.--What appeared to be a balloon, but what most people who saw it think was the mysterious airship of Kansas and Nebraska, passed over this city about 8 o'clock last evening. It appeared in the northwest as a large red light, and as it approached the city a dark outline was faintly discerned. The fact that the object travelled from the northwest while the wind was from the southeast goes to prove it was not a balloon.

April 8, 1897 Indianapolis Journal (Thurs.) p. 4

That Air Ship Again

Hundreds of Omaha People Have Another Glimpse of the Vessel. Omaha, Nebraska, April 7.--The supposed air ship which has repeatedly been seen here lately made its appearance in the heavens here last night. Thousands witnessed it. The outline of the vessel were clearly seen. Among those who saw it and permitted the use of their names as witnesses were these business men: O. D. Kiplinger, W. I. Hawks, H. K. Surkut, A. Hospe, jr., Gould Dietz, L. P. Funkhouser and Arthur Goulo. About fifty members of the Knights of Ak-Sar-Ben were treated to a glimpse of the air ship, the sight being observed twice, and each time for a space of from five to eight minutes. The object was then about three-quarters of a mile high and a little over a mile west. It next described a semi-circle to the east, following that direction for about a mile, when it turned to the north against the northeast wind and travelled in that direction about half a mile. It then turned east, after some vacillation, and was lost behind a bank of clouds. The Knights returned to their lodge, and after the initiation, while waiting for the car, the ship was again seen, far to the southwest, but bearing rapidly up against the wind to the north, and passed out of sight.

April 9, 1897 Indianapolis Journal (Fri.) p. 5

Wanderer of the Night

That Mysterious Air Ship Alleged to Have Been Seen by Iowans Belle Plaine, Iowa, April 8.--The air ship which has been mystifying western people has been observed in this county. One of the most reputable physicians of Vinton says that all members of his family observed the mysterious aerial machine last night and distinctly heard it swishing through the air. The air ship first appeared low down in the southwest about 9 o'clock and could plainly be observed to travel in a swaying manner, like a bird flying against a wind, and darting to and fro, would rise up quickly and lower itself with a gentle, easy motion and seemed under perfect control of the navigator. It was going in a northeasterly direction.

p. 2--Are living mastodons still to be found in Alaska? Their tusks are abundant.
April 10, 1897 Indianapolis Journal (Sat.) p. 5

Like an Immense Star

That Mysterious Air Ship Alleged to Have Been Seen Again. Cedar Rapids, Iowa, April 9.--The mysterious air ship was seen here last night. It was first noticed about 9 o'clock, when it was in the northwest heavens at an angle of about 45 degrees. It was moving north rapidly and by 10 o'clock had faded from view. At 10:30 o'clock a dispatch from Northwood, in the extreme northern part of the State, said the mysterious visitor was seen west of there. It looked like an immense star, and with the naked eye it was easy to discern it swaying from side to side.

April 11, 1897 Indianapolis Journal (Sun.) p. 6 (card 1)

Moving Light in the Sky

Mysterious Air Ship Seen in Illinois and Indiana at Same Time.

Chicago, April 10.--The Times-Herald says "It" is here. "It" must be here because it was seen again last night at Evanston. This time it was seen by persons within the four-mile limit. "It" is the air ship which has been disturbing the inhabitants of the western States for the last three weeks. The air ship is supposed to have started from California. It is conjectured that it is on its way to Dwight, but that the strong wind of yesterday blew it out of its course. Several persons had seen the air ship through strong cocktail glasses out West, but the fact that it was seen twice within the four-mile limit of Evanston sets all such theories at rest forever.

Several persons in Chicago saw strange lights in the heavens about 9 o'clock. The lights travelled and it was at first thought they were shooting stars. Professor James Carter seized a glass and gazed at the celestial phenomenon. He declared it must be the air ship. Later Robert Lowen, 1926 Sherman avenue, Evanston, noticed the moving light in the sky. The light appeared to be over the lake and was moving in a westerly direction. Lowen got a field glass and was able to discern four lights a short distance apart and moving in unison. The first was a bright white light and appeared to be operated like a searchlight. Behind it was a green light and farther to the rear were green and white lights set closely together. F. Newland, employed at Hill and Garwood's drug and candy store, saw the ship. So did R. C. Libberton of the Evanston life saving crew, who was on duty at the station during the early evening. The large glass at the station was called into use and each person who looked through it declared that

lights both green and white could be plainly seen. It was decided to notify Professor Hough, the astronomer at the observatory and learn if the peculiar phenomenon had been seen through the observatory telescope. At the time Prof. Hough was taking an observation of Jupiter and had his instruments pointed directly across the lake. He said that the object had not crossed the range of the telescope, and that to change the instrument would be the work of several hours.

Nearly an hour after the strange lights had faded into the western heavens George Clemens of Mile Center, telephoned to the Evanston police that the residents of Miles had seen the light passing westward a short distance south of the village. Nearly 200 persons gathered on the streets of Evanston to gaze on the lights, and each corroborated Lowen in his statement that the lights were green and white.

R. E. Whitlock, of Newport, Indiana, writes under date of April 10: "The mysterious air ship was evidently viewed by a few of the residents of this place last night, in the western heavens. A strong light was first seen, low in the southwest, moving towards the north. It was watched by three or four reputable citizens until it disappeared in the north, taking about twenty minutes to pass beyond the range of vision. Deputy Postmaster D. A. Gibbons and E. S. Eggleston were among those who watched its maneuvers."
1897 April 12 (Mon) Indianapolis News, p. 9.

The Airship Afloat. / Several Towns and Villages Claim to Have Witnessed Its Flight. / Special to the Indianapolis News.

Lagrange, Ind., April 12.--There was great excitement last night by the appearance of a supposed air-ship, which was observed about 9:30 o'clock. It was seen by a number of reliable witnesses, including County Auditor Gilham and ex-Senator Drake, who watched it for forty minutes. It disappeared in a southwesterly direction.

Headed Northwest. Special to the News.

Plymouth, Ind., April 12.--The air-ship, which has been attracting attention at Chicago and further West, was seen here last night by Deputy Postmaster Bailey and a companion, Frank Tanner, who observed it about 9 o'clock in the far northwest. The ship appeared to be going northwest. The lights seemed to be as large as an engine headlight when the train is a mile away.

Passed Over New Carlisle. Special to the News.

New Carlisle, April 12.--What is supposed to have been an air-ship, was seen passing over this place last night about 8:30 o'clock. Lights could be distinguished from a dark object far up in the heavens, which had an appearance of being shaped like an egg, and which was traveling very rapidly northwest. It was viewed here by at least fifty responsible persons.

April 12 p. 7--Misled by a Meteor. / Special to the Indianapolis News.

Warsaw, Ind., April 12.--The airship which has been causing such excitement was seen here last night. It was first noticed about 7:30 p.m., northwest of this city, traveling in a northerly direction and disappeared in about half an hour. A swaying motion could be plainly seen, and at times a red light was also visible.

same p.--Cannelton ghost (no description)
1897 April 12 (Mon) Logansport, Ind., Daily Pharos, back p.

The Air Ship. / Discovered in the Heavens by a Northsider. / Said That His Attention Was First Attracted by Its Shadow on His Barn. / A Chicago Man Claims to Have Seen and Photographed the Wonderful Machine.

There is a citizen of the north-side who declares that he saw the Kansas airship last night. Like all important events, it cast its shadow before, and it was the shadow of the thing upon his barn, which first attracted the attention of the Northsider. Then looking up he saw those mysterious lights, high in the heavens, moving eastward. The gentleman's name is withheld by request of his friends.

April 12, 1897 Logansport Daily Reporter (Phos. Edition) Back p.

Mysterious Airship.

Was Seen Last Night by Several Logansport People. The Strange Craft Apparently Moved at Will. Seemed to Be Two Miles High.

The air ship which has been seen at so many western points and about which so much has been written paid Logansport a visit last night if the word of several well known citizens is to be relied on. Henry Poit, of Porter's drug store, Fred Shuman of Ferguson and Jenks', Al Anderson, of Krout's barber shop and Charles Knowlton, of the Lock mills, saw the air ship wonder and the reputation of the four men for truth and veracity is unquestioned. Poit and Shuman claim the distinction of having seen it first and are therefore entitled to it, but no one has been able to get it. The queer craft was sighted about 11 o'clock last night and Poit and Shuman said it a cavorted about in the heavens at a rapid rate. They saw red and green lights. If they saw anything else they failed to say so. It is not likely that Anderson's attention would have been directed to heavenly things had it not been for his custom of casting his eyes toward the courthouse clock every night before going home. Last night when he noted the time on the dial his eye was caught by the air ship which seemed to be about two miles high. He observed the different colored lights and described it as being much like a big barber pole with a shaving mug suspended to it. Knowlton saw the air ship and declared that there was a man in it who threw magic lantern pictures on his barn.

None of the policemen saw the "queer bird," but as everything was "quiet on the Potomac," there is no reason to disbelieve the assertions.

of the four men. They as well as hundreds of others believe that the problem of aerial navigation has been solved and that the strange visitor of the heavens is the perfected flying machine.

1897 April 13, 1897 Indianapolis Sentinel (Tues.) p. 8.

1897 April 12 (Mon.) South Bend, Ind., Daily Tribune, p. 1.

SAW IT AT NEW CARLISLE. / Airship Lights Seen by Several Reputable Citizens. / Special to the South Bend Tribune.

New Carlisle, Ind., April 12.--William Denney, John Miles and other reputable citizens say positively that they saw the lights of an air ship in the heavens about three miles west of New Carlisle at about 9 o'clock last night. There was a green light in front and a red light in the rear and they moved in a northerly direction until out of sight.

Noblesville, Ind., Democrat. April 23, p. 1. The Rev. J.S. Axtell, pastor of the Presbyterian Church of Portland, has been experimenting for a number of years with airships. He is now engaged in perfecting a machine which he calls the aerodrome or flying car.

30, 4. Your real airship of the present hour is the monetary commission just appointed by President McKinley.
May 14, 4. The "airship" we have heard so much about of late is as much of a joke as the great "advance agent of prosperity" that was seen by so many imaginative people a few months ago.

1897 April 12 (Mon.) South Bend, Ind., Tribune, p. 6.

SAW THE FLYING MACHINE. / Much Quoted Yellow and White Lights Visible in South Bend.

A credible witness is authority for the statement that the flying machine made a visit in the vicinity of South Bend Sunday evening. He saw the much quoted yellow and white lights in the northwestern sky at 8:10 o'clock.

The lights were in view nearly half an hour, moving first in a northeasterly and then in other directions and finally disappeared in the northwest. The yellow light appeared to be the head light and shone steadily, but the white light showed at the side of the machine and was more intermittent. It looked like the bursts of light that come from opening the furnace door of a locomotive. It was probably a search light. The outlines of the machine could not be seen and the lights appeared to be two or three miles away.

1897 April 13, 1897 Indianapolis Journal (Tues.) p. 2

Saw the Airship at Elkhart
Special to Indianapolis Journal.

Elkhart, Indiana, April 12--A dozen people claim to have seen the airship over this city at about 10 o'clock last night. They say they watched it half an hour, and that it gradually passed out of sight. It had a bright light at its head, they say, and was moving rapidly.

Mon. April 12 p. 4 (eds)--The appearance of the so-called air ship 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 decanter or a quart bottle.

1897 April 13 (Tues.) Indianapolis News, p. 2.

THE AIRSHIP. / Marion Johnson, of Haughville, Thinks He Saw It. /

Marion Johnson, nominated last night for town treasurer of Haughville, saw with others what he believed is the airship he had read so much about recently in the newspapers. What he knows he did see was a bright light moving about the sky in the northwest and going mostly in a circle. He could see no ship nor anything else but the light. He called the attention of others to it. It was in sight about five minutes.

13, p. 4--The reports from many places indicate either that there is an air ship afloat or else alcoholic visions have become epidemic.

13, p. 8--General State News.

Hundreds of people at Elkhart were greatly excited over a sight of the supposed air-ship seen at various points throughout the country, but they have accepted the explanation offered by Prof. Carriott, of the signal service, Chicago. He reports that the mystery is explained by a phenomenon of which the star A. Orion, a member of the constellation Orion, is subject. The same thing occurred 25 or 30 years ago. The professor claims that owing to some peculiarity of its own the star goes off on an occasional tangent, turns blue in the face and spits fire in a manner that any well-behaved star should avoid.

14, 7--Gen'l State News.

Muncie has caught the aerial-ship fever, and spends half the night gazing at the starry firmament, hopeful of its appearance.

15, 1--Letter in Appleton, Wis. / 19, 5, Rev. Axtell's article.

17, 4--Perhaps the people who are seeing that air-ship are those who are also capable of seeing international bimetalism in the air.

24, 4--That story about the airship is still afloat.

29, 2--Gen'l St. News--A monster ape, or something similar in appearance, is reported to be at large in the woods near Sailor, in Elkhart Cnty.

Sat. May 15, 8. The Airship of Prosperity.

They were discussing the airship in the police station and one of the patrolmen averred that he had seen it twice, hovering over Haughville. He described the bright lights and claimed that he had heard voices from the ship.

"No," said bicycle patrolman Holtz, "that was not the airship you saw."

"What was it, then?" he was asked.

"Why, that was the ship of prosperity, looking around for a place to alight."

An Unusual Light

Which Is Supposed to Have Emanated from an Airship.

A strange and peculiar light, which was observed by a number of people, hovered over Haughville last night. Marion Johnson saw it and he is now of the opinion that the light came from the much-talked-of airship. At the time he observed the light the moon and stars were obscured by the clouds and he is positive it was not a star he saw. The light was an extremely bright one and seemed to be moving about from place to place. He watched it for some little time and then called the attention of other persons to it. R. L. Hariner was among the crowd of people who watched the light. It seemed to circle about to the northwest of the town for probably five minutes. Once or twice it disappeared behind buildings, but reappeared again. Nothing like the body of an airship could be made out, the light being too far away. None of the persons who saw the light claims it came from the supposed ship, but they are of the opinion that if there is one floating around they have seen it.

1897 April 13 (Tues) South Bend, Ind., Tribune, p. 1.

Was Seen at Plymouth. / Special to the South Bend Tribune.

Plymouth, Ind., April 13.--The airship which has attracted so much attention in Chicago and the west was seen here Sunday night by a number of young men, including Deputy Postmaster Bailey and a young man named Tanner. Red, blue, green and white lights were seen and at times they appeared as large as an engine's headlight when a short distance away. The ship appeared to be going in a northwesterly direction

14, 1. Mysterious panther-like animal killing livestock, Edwardsburg, Mich.

15, 1. Winkle & Hulls.

1897 April 13 (Tues) Terre Haute (Ind) Evening Gazette, p. 2.

Saw an Air ship / Residents of South 10th Street Think They Have Seen the Electric Air Ship.

There was much excitement on South 10th street last night when a number of residents of that district saw what they believed was the much talked of air ship that is said to have been hovering over neighboring cities the past few weeks. They saw a bright light that appeared in the heavens to be a powerful revolving searchlight with a dark object behind it. The strange light appeared in the west, seemed to be about a half mile above the earth, was visible for twenty minutes and finally disappeared in the southwest. Among the persons who saw the remarkable light and dark object were the following: Henry Bergham, L.D. Gordon and son Bert, Mrs. W.P. Blair, Miss Jessie Blair, M.W. Blair and Mr. and Mrs. Elva Evans.

1897 April 14 (Wed) Daily Banner Times (Greencastle, Ind.), p. 1.

That Air Ship.

If you haven't seen the air ship yet you are behind the time. It has been seen all the way from San Francisco to Chicago and now some fellows up at Logansport claim that they saw it last night. We don't know the name of the brand used in Logansport but it seems to add largely to the vision of the people of that town of brides. This air ship, if it is one, is creating a sensation wherever it is seen and many people believe that aerial navigation has actually been accomplished, Darius Green to the contrary, and has come to stay. Two men in Chicago claim to have photographed the ship Sunday morning but men imagine a great many queer things in Chicago the morning following Saturday night. We have a number of astronomers here who study the skies every night through glasses more or less thick at the lover sides but as yet none of them has announced the fact that he has sighted the ship. Probably they were too much preoccupied with navigating schooners of their own. This air ship has red and green lights and it you see anything of this kind pursuing a zig zag rattle dattle, four through the air and can convince yourself that you "haven't got 'em agin" why you can conclude that you are looking at the greatest triumph of the nineteenth century.

April 14, 1897 Indianapolis Journal (Wed.) p. 4

(card 1)

That Mysterious Air Ship

First Seen in California, and Is Gradually Moving Across the Country. / Chicago Times-Herald.

Now that it has become a fad to scan the skies at night and look for a moving light, and then say one has seen a mysterious air ship, the history of the birth and growth of this latest craze is a matter of interest. The first air ship seen--one that seemed actually to fly and appear to be under the control of its pilot--within the last six months was in Sacramento California, many of the inhabitants of that city declaring that about one o'clock on the morning of Monday, November 16, they saw an air ship passing rapidly over the city. Some merely declared that they saw a bright light and nothing else, while others went so far as to assert they saw a cigar-shaped flying machine and heard voices on it. Some residents of Oakland, across the bay from San Francisco, also declared they saw the same sight a few nights previously. According to George D. Collins, a lawyer of San Francisco, it was a real air ship and made a journey.

December 1 John A. Heron, an electrician of San Jose, Calif., in an interview, said he had been to Honolulu and back in an airship, but refused to say anything as to the inventor or the model of his machine. Heron is the patentee of a platinum speaking apparatus.

Nothing more was heard from either of these ventures, and the public had ceased to interest itself till January 2, a month later, a dispatch came from San Francisco saying that it would soon be sent up from there. This statement was made by authority of Dr. C. A. Smith,

Sight Twenty Minutes.

The airship, as it is claimed to be by some people, has been seen by three Fort Wayne people. For some time past the people of Illinois, Iowa, Nebraska and several other states have been highly excited by a light in the sky and what is said to be an airship by some and what is claimed to be a star by others. Telegrams from various places have told about the sight of this strange light and Fort Wayne people have been on the lookout for it. For several nights telescopes have been directed toward the heavens of the northwest, and at last F. Crocker and R.J. and J.L. Tretheway have been rewarded by a sight of the star, ship or whatever it may be.

Mr. Crocker, who lives at 56 Barr street, was the first man to see it, and after watching the light for some time, called his wife and the Messrs. Tretheway. The two brothers were in a flat below the Crocker home, and the quartette saw the light for fully 20 minutes.

When asked to describe what he saw Mr. Crocker said: "I had taken a great deal of interest in the stories printed in newspapers about this star or airship, and was standing at the window of my flat endeavoring to get a glimpse of it. In a short time I was rewarded with a sight of it. It appeared in the West and traveled in a northwesterly direction, at a good rate of speed. It was of a yellowish color and pear-shaped with the apex downward. From the sides I could see two rays of light of the same color as the main body. I am very positive that the body swayed to and fro as it proceeded on its journey. I had no glass of any kind so could not get a good sight of whatever it is. It moved rapidly and in about 20 minutes was out of sight. I called the Tretheway brothers, who are in the flat below mine, and they also had a good view of the lights."

R.T. Tretheway, who was first of the party, said, "Whatever the light was it seemed to me as being round with a V-shaped tail to it. The color of it seemed a bright yellow and strong rays of the same colored light were constantly being shot out from the main body. The light appeared as big around as a bushel basket and traveled at a good rate of speed. I got a range on it between two chimneys that are about 20 feet apart and it took the light about 15 minutes to pass these two points."

So far as is known no other Fort Wayne people have seen the light, but many are on the lookout for it.
1897 April 15 (Th) D. Banner-Times (Greencastle, Ind.), p.1.

DANVILLE HAS 'EM. / Claims that Air Ship Passes over that Little Village.

If there is anything afloat Danville generally sees it. It is said of the average citizen over there who is not putting in his time playing base ball or voting the republican ticket, that he studies astronomy. The Danvillians know the heavens by heart and can tell the dipper or any other constellation in the shape of a drinking vessel readily. Just what kind of glasses these good people use is not known but the following dispatch in the Journal shows that they either "have 'em afloat" or have seen that air ship:

DANVILLE, Ind., April 14.—The mysterious air ship which was first seen in Nebraska and has since been traveling eastward, being seen by numbers of persons in Iowa, Illinois and Indiana, was seen at Danville last evening about 8:30 p.m. It hove in sight from the northwest and passed directly over the city, disappearing beyond the hills to the south. Green Purris, John Tinder, and Livingstone Rankin, of this place, will make affidavit that they heard singing and talking proceeding from the aerial visitor.

A dispatch from Gas City says the ship was seen there and one of the men quoted as having seen it is W.P. Garthwait, formerly of Roachdale where he is well known. The Greencastle star gazers who missed the thing will no doubt be out tonight hunting it. The Banner Times will publish the names of those who report seeing it, affidavits and all.

At Terre Haute last night a large crowd was out looking for the ship and the Express says: "They looked through all kinds of glasses. There were field glasses, beer glasses and whiskey glasses in use. Everybody was looking for the ship. But she care not with her red and green lights."
April 15, 1897 Indianapolis Journal (Thurs.) p. 4 (card 1)

Mysterious Air Ship

It is Alleged to Have Been Seen by Hundreds of People, Viewed by Citizens of Over Half a Dozen States and Territories on the Same Day and Night. Exploded in Wisconsin, But Took Wings Again and Rested on Indiana Soil. Marvelous Tale from Gas City--The Thing Either a "Fake" or a Shrewd Advertisement./Special to the Indianapolis Journal.

Chicago, April 14.—The correspondents in numerous towns are wither doing a great deal of "faking" or there is really an air ship—perhaps half a dozen—mysteriously sailing over the states of Indiana, Illinois, Wisconsin, Michigan, Iowa, Nebraska, Kansas, Missouri and Oklahoma Territory. According to dispatches received here within the past two or three ~~xxxx~~ days the mysterious wanderer has been seen by hundreds of people in over half a dozen States, and it has even been photographed. Sometimes when seen in the daytime it is described as appearing like a gigantic bird and the "rushing of its wings can be plainly heard." When seen at night it often resembles a huge star; again it looks like half a dozen stars, and to some people it appears to be showering fiery sparks of many colors. At one place the spectators affirm a searchlight was thrown on them from the mysterious aeroplane. Astronomers have cast discredit on the reports by asserting that the alleged air ship is nothing but the planet Venus, which for some nights has been unusually brilliant, but people who claim to have seen the wonder scoff at the scientists and say they do not need glasses

to tell the difference between a planet and an aeroplane.

It is suggested that the whole thing is merely an advertisement, and that it will soon be explained—before long an air ship will be on exhibition by some circus. But even if this were true the mysterious flights of the air ship would be more wonderful than the glimpse of a motionless air ship in a circus tent.

Where It Has Been Seen.

Here are a few samples of the dispatches received here: New Carlisle, Indiana.—One hundred prominent citizens of this place saw an air ship going in a northwesterly direction at 8:50 o'clock Sunday night. The vessel was probably 500 feet above the earth and moving very rapidly. At one time it rose very slowly and afterward seemed to drop a long distance. In addition to the headlight, spectators claimed to have noticed smaller lights of blue, green and red behind, indicating that the vessel is of considerable size. It was in sight at least ten minutes.

Anderson, Indiana.—Mrs. William Marsh, residing in the northern part of the city, went to the pump to get a drink at 1 o'clock last Saturday morning. She was almost frightened to death by a big headlight in the air, which was swooping down directly at her. She ran into the house and called her husband and the latter aroused several of the neighbors. The big headlight was then making great circles in the air. It would come down then go up and then circle. At last it went up into the air at an angle of 90 degrees, and after attaining great height it sailed off to the south. When it was low the small party could hear the "shuffling of wings." Mrs. Clarence Huggell, in the southern part of the city, also saw the strange sight, called her husband and neighbors out. Farmers north of the city came in Sunday and told of the "crazy star" they had seen. When seen last at this point it was going south at a remarkable speed.

Lagrange, Indiana.—Great excitement was caused here Sunday night by the so-called air ship showing itself to a number of reputable citizens. The bright light was seen in the west, travelling westward with a wavelike motion and then disappearing. Advices received here state that the air ship was seen in many places in this section and that at Howe Military Academy at Lima a powerful telescope was trained on it and its movements were plainly visible.

Battle Creek, Michigan.—What is believed to be the mysterious air ship visited this city Monday night at 9 o'clock. It was two miles west of the city and a mile high when first noticed. It emitted a shower of red sparks similar to a skyrocket, the sparks seeming to follow a loud report. The outlines of the object were then plainly visible. Fully 50 people from different parts of the city have reported seeing the strange visitor. Among those who saw it are L. E. Clawsay, attorney; W. A. Cady, jeweler; Dr. McGuffin, Dr. McNeal, J. H. Dorsey, manager of the Western Union Telegraph Co.; Thomas Barry, ex-alderman; M. J. Loomis, photographer, and many guests at the sanatorium.

Similar reports have also been received in the last three days from Wabash, Muncie and Elkhart, Indiana; Waukegan, Lake Forest, Mt. Morris, Carlisle, Lincoln and Koline, Illinois; Ripon, Madison, Eau Claire, Grand Rapids, Kenosha and Palmyra, Wisconsin, and Clinton, Iowa, Emporia, Kansas, Mexico, Missouri, and Perry, Oklahoma Territory.

The Thing Explodes.

Kalamazoo, however, reports that while the air ship was being viewed at the places mentioned above it exploded near that city. A dispatch from Kalamazoo says: "People of Pavilion have made some startling reports, and, if true, then the much-talked-of air ship 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 when they remained up until a late hour in attendance upon a sick horse. The descriptions given by them are somewhat at variance, but both agree in the assertion that the apparition was illuminated at both ends and moved through space with wonderful rapidity. They had scarcely time for their 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 spent an excited and sleepless night. Mr. and Mrs. Wallace say they heard the explosion distinctly, but thought it was thunder. But the discoveries of the morning are sufficient to establish the veracity of the two actual observers. In one place two miles from Scott's there was found a large coil of heavy wire, evidently a part of some electrical appliance. At another point ~~in a pasture~~ by ~~found~~ a propeller blade of some very light material was discovered in a partially fused condition. Three men engaged in shingling a barn in Constock township affirm that upon resuming work on the morning following the occurrence they found their completed work covered with minute fragments which had in some instances penetrated the shingles and entered the boards beneath."

A dispatch from Madison, Wisconsin, says: "The air ship mystery has been solved. It isn't a star, but the promoters may take credit for being orbs of the first magnitude in the matter of advertising. Railroad men who reached Madison report that the much-talked-of aerial machine was seen at Baraboo, and that as the sky was thoroughly overcast with clouds there was no Alpha Orionis about it. It first appeared over the east end of the city, and after drifting westward a mile sailed back again and hovered over the winter quarters of a circus. Suspicion was at once aroused that the 'air ship' was nothing other than a clever, well-~~devised~~ devised and better executed advertising scheme of the circus men. It was recalled that one of the circus men had been in Baraboo on Sunday and had taken some large and mysterious bundles from the train to the winter quarters. It was further recalled that he was seen about the city little during the day, and that more than usual life was manifested in the big buildings down on the river front. It was then remembered that the ship of the air made its appearance in Chicago almost simultaneously with the advent to that city of the circus, and that Omaha, Des Moines and other points where it has been seen

are already marked out for the circus next summer. The western aphelion of its orbit, if such it may be called, was rather significantly over the winter quarters of the circus. To the skeptical observers at Baraboo the 'air ship' had the appearance of being controlled from the two circus grounds, about a mile apart. In the evening a heavy rain came on, and this had the effect of completely obscuring the strange aerial visitor and preventing the people from noting its later movements. The belief cannot be dissipated from the minds of Baraboo people that the circus man who made a flying visit to our city Sunday knows more about the matter than he has told even to his friends. They are of the opinion that the air ship was a succession of balloons or something of that kind, which were aimed to prey upon the curiosity of a credulous public to the end that shining half dollars would pour into the big wagon where tickets for the 'big show' are sold."

At Carlville, Ill., those who saw the air ship said 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 fact of its alighting twice and remaining such a long time in the same locality leads to the conclusion that the machinery was injured in some manner.

No Affidavit with This. *ditto Crawfordsville*

The Mysterious Air Ship Alleged to Have Rested in a Field. Special to the Indianapolis Journal. Gas City, Indiana, April 14.—About 3 o'clock this afternoon hundreds of the inhabitants of this city were amazed and startled on looking up to the heavens to see approaching from a northwesterly course what appeared to be an immense bird. As it approached it came nearer the earth and the outlines of the flyer could be distinctly seen. It was in the shape of a cigar and was propelled by broad canvas wings. People rushed to the point where they thought it would land, but all were fooled. The air ship, for such it proved to be, lighted in a field on the Roush farm, about one mile east of this city. Cattle and horses were terrified and consternation reigned supreme. A rush was made for the Roush farm, but the navigators of the aeroplane anticipated the move and before the crowd reached the farm the mysterious visitor was again in the air, going in an easterly direction. Some of the best businessmen here will vouch for having seen the mysterious thing. Among them are: L. V. Sybrant and D. Conway, of the Mississinewa Hotel; W. H. Guthrie, W. P. Garthwait, G. W. Willars, D. V. Cox and others.

Merry Party on the Ship. / Special to the Indianapolis Journal. Danville, Ind., April 14.—The mysterious air ship which was first seen in Nebraska and has since been travelling eastward, being seen by numbers of persons in Iowa, Illinois and Indiana, was seen in Danville last night evening about 8:30 p.m. It ~~was~~ in sight from the northwest and passed directly over the city, disappearing beyond the hills to the south. Green Burris, John Pinder and Livingstone Rankin, of this place, will make affidavit that they heard singing and talking proceeding from the aerial visitor.

Valparaiso Sees the Ship./Special to the Indianapolis Journal. Valparaiso, Ind., April 14.—The air ship which has created so much interest made its appearance northwest of this city to-night a few minutes before 8 o'clock. In less than ten minutes nearly half the population of this city was on the streets and on top of buildings watching its movements. After about 30 minutes it disappeared in the west. April 15, 1897 Indianapolis Sentinel (Thurs morn) p. 6

That Mysterious Airship Persons Near Frankfort Talk of Seeing the Big Machine

Frankfort, April 14.—Special.—That mysterious airship passed over this vicinity at an early hour last night and was seen by a number of citizens, who are ready to vouch for the reality of the machine. D.W. Paul, a marble dealer of this city, was returning with a party of workmen from Burlington, Carroll county, where they had erected a monument in the village graveyard, and when at the middle fork of Wildcat creek the monster came into vision through a break in the clouds. Its appearance was preceded by a swishing, roaring sound. Green, yellow and white lights were displayed, the white being a searchlight that flashed over the surrounding woods and blinded the eyes of Mr. Paul's party.

Their ideas of the shape of the car differ somewhat, but they all agree that it was cigar-shaped and rigged with wings or fins. It quietly descended to a distance not far above the treetops, and after remaining stationary a moment, gracefully arose again and darted rapidly off in a southwesterly direction, accompanied by the same noises that had heralded its approach.

Landed at Gas City Gas City, April 14.—Special.—At 3 o'clock today that mysterious airship was seen by persons east of this town. Reliable persons say it was shaped like a cigar and that it landed in a corn field, and that the "navigators," on seeing so many people coming, set the machine in motion and it arose in the air and went south.

Passed Over Princeton. Princeton, April 14.—Special.—What was supposed to have been the mysterious airship passed over this city tonight at 8 o'clock. It was seen by many reliable persons, including Sam Zimmerman, a contractor, and Trustee Van Zandt. There was great excitement. 1897 April 15 (Th) La Orange, Ind., Standard, p. 5.

The Airship Over LaGrange.

The airship; did you see it? That's the question that fled from mouth to mouth, in LaGrange, Monday morning. And there were a dozen or more men—full grown men—who were not out to see their best girls,

or whose eyes were never known to become vision afflicted, declared they did see it about ten o'clock Sunday night. They are not positive it was a ship filled with gallant youth out on a lark, but it was something, larger than a star, with motion peculiar and unusual. There have been telegrams supposed to be of a fake order published the last two weeks from various points in the Western States, and from Chicago the last of the week, describing a something floating to and fro in the heavens, which they called an airship. The more enthusiastic saw the outlines of a real airship, others heard the noise made by it, others saw persons on board, etc., etc. Wonderful indeed, and people laughed incredulously. But now many are beginning to believe there is something up, and possibly one of the "great signs from heaven" predicted for the latter days. But it may be when Mars gets out of the way, the signs will cease.

1897 April 15(22) Th. Martinsville, Ind., Republican, p. 6.

The Ship. / Franklin Republican.

The air ship excitement struck this section of the state the past week and long lengthy stories were published to the effect that the ship after circling around over Johnson, Brown and adjacent counties settled upon the top of Weed Patch hill in Brown.

It was said that Pennington, the individual with whom Edinburg parties have had considerable business in the past, was in charge of the machine. The stories told were seemingly so straight that numbers of persons went down into Brown from this and Morgan a counties to have a good look at the wonderful ship.

However it developed, as usual in such cases, that the story was a pure fabrication. None of the natives of Brown have been able to see the machine and it has not been anchored on the hill. The stories were mostly hatched in Martinsville, and they are credited to the influence of the celebrated mineral water of that place. /

A number of Martinsville curiosity seekers drove over the hills and mud roads to Weed Patch hill, Brown county, the other day to get a view of the air ship, which was said to be hovering over the tallest point in Indiana. About the time they reached their destination they were informed by a man who resides near the hill that he had never heard of it, and that the travelers had surely been "strung." He was right, and the party came back to Martinsville under cover of darkness.—Indianapolis Sun.

1897 April 15 (Th) Monticello, Ind., Herald, p. 1.

AIRSHIP STORIES DON'T GO / WITH CAPT. PRICE AND MEN OF HIS EXPERIENCE.

/ They Admit the Possibility of Red and Green Lights but Draw the Line at "Cigar Shaped Bodies" and All Other Flying Machines—

Capt. B.F. Price is skeptical about airships, and no amount of newspaper theorizing can phase his agnosticism. He says the people about Chicago and further west who are so confident they have seen an airship may have seen a light, but as to everything beyond that he is an unbeliever and veal nigh a scoffer. He assigns various reasons for his incredulity, but back of all of them, we are inclined to think, is a bit of recent experience which illustrates how easily men's eyes may deceive them, especially after night.

One week ago Saturday as he was returning home from town just after dusk, he noticed a bright light away down in the field south-east of his house. He contemplated it with some curiosity as he went through his orchard. He knew there was no house at that spot, and it could not be a light from a window; besides it was too bright for that, and he wondered who could have built a bonfire down there. He went into the house and after eating his supper came out to inspect the light again. It was still there and as bright as ever. He walked down to John Ward's in the direction of the light and found that John had also been watching it and was equally puzzled about it. Then the captain and John and Milt Goslee started down towards the blaze resolved to find out what it was. They had not gone very far when to their surprise it began to move towards them, rising occasionally from the ground and swinging to and fro. Then they laughed at each other, for it dived upon all of them that it was a man with a lantern comparatively near to them, which they had magnified into a bonfire afar off. They stopped and waited for his approach. The light came on, following the road which led up towards them, as they could see by the detour it made in coming around a pond which lay in the way. Suddenly it surprised them again by appearing further off than ever, and then they went back to the house and read up on the subject of jack-o'-lanterns. They were soon satisfied that they had seen a sample of this phenomenon and were further assured of it by Mrs. Ward's observation of it as reported to them in the morning. She continued to notice it, being awake several times in the night, and it remained visible until about 2 o'clock, when it had begun to rain and the light was no longer to be seen.

It was the first phenomenon of this kind ever seen on Capt. Price's farm to his knowledge, but with the vision of the man and the lantern fresh in his mind he will be pardoned for not swallowing airship stories readily.

1897 April 15 (Th) South Bend, Ind., Tribune, p. 4.

The Air Ship Again.

Sid Thornton declares he saw the mysterious airship in the north-western heavens at 8:15 o'clock last night. He called others' attention to it and they all viewed the strange sight with great interest. It carried the mysterious red and white lights and sailed fast.

Mon. May 3, p. 6. The Air Ship Again.

The I. I. & I. passenger department have arranged with the owners of the air ship for them to give an exhibition along our lines daily. All passengers using our line will have an elegant opportunity to witness this wonderful machine.

Saw the Air Ship

Shelburn, Ind., April 15.--(Gazette Special.)--As Mr. I.H. Woolsey, T.J. Cushman and Ed Woods were returning from Currysville last night about 11:30 they saw a great light rising like a sun in the south-west. As it approached they were badly frightened and climbed down behind the railroad embankment but as it came nearer they could see that it was too high to do them any injury and they watched it till it disappeared in the north-east. It was not more than 200 feet high and they could easily distinguish the outline of an airship. It was barrel shaped but pointed in front. [It] was bound by heavy bands and had the steering apparatus in the rear. They are all thoroughly reliable men and much excitement prevails here. There will be hundreds watch[ing] for the apparition tonight.

Sat Apr 17 p.4--That airship seems to be as numerous as the heads of Cerberus.

p.2 pt.2 * Mysts arap (Chi TH)

Mon. Apr 19 Most of the airship liars say the ships they saw passing in the night were cigar-shaped.

Wed. Apr 21 Suggestions for the air ships: Harken to the cry from Macedonia, sail over there and drop some dynamite & bombs in the Turkish army and give little Greece a chance to live in peace.

1897 April 15 (Th) Waterloo (Ind.) Press, p. 1.

General News.

The air ship has been seen by Waterloo citizens--Dr. J.O. Welch and A.V. Sinclair. Keep your eyes open for the air ship; there's something in it sure.

Lebanon, Ind., Patriot, Apr. 15, p. 8.

That air ship that is going east, west, north and south at the same time all over three or four states, and exhibiting itself in many forms and by all kinds and any number of lights is equal to nothing in earth, sea or sky except a first-class sea serpent. It is a vast improvement over the aforesaid sea serpent, however, for its "limitations are more vast." With it an inland town has the same show as a fishing village on the coast. So let it be passed along until all the "reliable" citizens get a view of it.

1897 April 16 (Fri) Lake County Star (Crown Point, Ind.), p. 2.

Lovell Items.

The air ship has struck Lovell. It was plainly seen last Saturday night at 8:30 by Mr. Elliot's family. They describe it about the same as parties in other states.

p.3. Local News.

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. Out Cleveland saw it too.

Crown Point has furnished her share of star gazers the past week who were looking for the airship and many will swear they got glimpses of the great flying machine, but where it goes during the day none are able to tell. This is the last fake, and what will be next is hard to tell.

April 16, 1897 Indianapolis Journal (Fri.) p. 3 (card 1)

Air Ship Conspirators

Plot of Aeronauts to Make Short Crops this Year.

A Scientist's Startling Suggestion--Alleged Letter from the Voyagers in the Aeroplane. / Special to Indianapolis Journal.

Chicago, April 15.--According to the representative of a circus now exhibiting here the mysterious air ship that is alleged to have been seen by so many people in the past few weeks is a reality. He says the original machine was successfully tested on Governor's Island, New York, in 1888. A dispatch from Appleton, Wisconsin, says the people there saw the air ship last Sunday night. Yesterday on the farm of N. B. Clark, north of that city, a letter was picked up attached to an iron rod, 18 inches long, sticking in the ground. The letter, which was not signed, is received by some as being authentic, while others declare it a practical joke. It is as follows:

"Aboard the Air Ship Pegasus, April 9 1897.--The problem of aerial navigation has been solved. The writers have spent the past month cruising about in the air ship Pegasus, and have demonstrated to their entire satisfaction that the ship is a thorough success. We have been able to obtain a speed of 150 miles an hour, and have risen to a height of 3500 feet above the sea level. The Pegasus was erected at a secluded point ten miles from Lafayette, Tennessee, and the various parts of the machine were carried overland from Glasgow, Kentucky to that point, being shipped from Chicago, Pittsburg and St. Louis. We have made regular trips to three days each from Lafayette to Yankton, and no more 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. It is propelled by steam and is lighted by electricity, and has carrying power of 1,000 pounds."

Dispatches from other cities and towns continue to tell of the wonderful flight of the aeroplane, the accounts varying such as they have done in previous reports. A scientist who has given some thought to the subject thinks the movements of the air ship has much to do with the damp, cold spring; and he intimates the owners of the air ship should be prosecuted as conspirators against the common weal. It has been demonstrated--that gases freed in the upper air will cause moisture to collect and precipitate, and this scientist suggests these

wondering aeronauts may be engaged in a plot to make the spring so damp and backward that the crops will not grow. This could be done, he believes, if ex-Senator Farwell's theory is correct, by exploding large quantities of gas in cloudland. The conspirators may be in league with speculators, who may soon begin to bull the market on the strength of anticipated short crops.

Marion Astronomer Says It Is Venus.

Special to Indianapolis Journal.

Marion, Indiana, April 15.--Last evening a number of people here became convinced that they were to have something more than a glimpse of the air ship, which is attracting attention in the newspapers and elsewhere, but the high school telescope trained on the western heavens failed to confirm their hopes. Professor Graves, teacher of mathematics, who had been called too late to get action on the phenomena, also discouraged them somewhat by ~~stating~~ the declaration that, according to their description and location, it was in all probability the planet Venus. The air ship, so far as could be learned, is the same Venus that was supposed to be suspended in a balloon a few weeks ago over the city of Chicago. The appearance is much the same, the location the same and the planet the same, induding the freaks that have characterized her from time immemorial. Another test of the telescope this evening confirmed Professor Graves's suspicions. The air ship and Venus are one and the same, so far as the phenomenon witnessed here is concerned.

April 16, 1897 Indianapolis Sentinel (Fri. morn) p. 4 (editorial)

That Airship

The question now is not, What is the airship? but, how many are there? --St. Louis Republic.

Do we understand that the airship takes the place of the ruined peach crop as a spring sensation? --Detroit Free Press.

The much-talked-of airship was scheduled to pass over Elwood at noon today, but we presume that Anderson raised a larger bonus and the thing went that way. --Elwood Call-Leader.

And now the news comes from Kalamazoo that the airship exploded over that city last night. Chicago intoxicants are thus discounted by the Kalamazoo band. --Chicago Dispatch.

The most conclusive evidence that the "flying machine" is a fake is the fact that the inventor didn't talk about it for two years and then exhibit it in a museum. --Commercial Tribune.

The airship of late mentioned in the press as having been seen at different points has not been observed by anyone here at Frankfort. It is quite apparent that our liquor lacks the imaginative quality possessed elsewhere. --Frankfort Crescent.

While other Michigan towns are having their excitement over, or rather under, the mysterious airship, we don't see why Detroit shouldn't send up a balloon with red, white and blue lights, and be right in it with the rest of them. --Detroit Journal.

What manner of thing can this be? Has the problem of aerial navigation been solved? Is it a bit of Mars on an exploring expedition or only Alpha Orionis on a "bat"? Accounts from the west are too confusing for judgment, so we advise our scientific men, toppers and police force to be on their guard against a visit from this uncanny apparition. --N.Y. Herald.

1897 April 16 (Fri. eve) Kokomo (Ind.) Daily Tribune, p. 5.

THE MYSTERIOUS AIR SHIP. / Even Little Middlefork Over the Way Has Visited From the Aerial Traveller.

Even Middlefork, a few miles west of here, has got the airship. It has not got it as bad as some other towns, but it has it, nevertheless. A writer from that place says the ship was seen in the vicinity of that burg Wednesday night.

When first seen the air ship was north and a little east of the town and was seen by a number of citizens. The strange craft was going at a rather slow speed and was in sight some 10 or 15 minutes going in a northerly direction. Among those who say they saw it are John Hall, William Riegel and William Rodkey. None of these are willing to assume the responsibility of a definite description of the mysterious what-ever-it-is, but they are of one accord in saying that they saw something of a very unusual character moving through the air at the time and place mentioned. So far there have been no reports of the air ship having been seen in Kokomo.

1897 April 16 (Fri) Logansport (Ind.) Daily Reporter, p. 4.

Airship Comes to Earth.

Marion, Indiana, April 16.--Several people saw the airship here. It came from the northwest, travelling very rapidly, and when first sighted was thought to be a monster bird. As it drew nearer the cigar-shaped outline and broad wings could be distinctly seen. About a mile south of Gas City the ship alighted on the John Roush farm, terrifying the Roush family and causing horses and cattle to rush madly away. Six people were in the ship and they got out and seemed to be adjusting some portion of the mechanism. Before the Gas City people could get within halting distance the ship soared aloft and, taking an easterly course, was soon lost to sight.

1897 April 17 (Sat) P. Banner-Times (Greencastle, Ind.) p. 1.

That Air Ship.

Vincennes, Ind., April 16. More than a score of citizens of unquestioned veracity saw some strange body passing over the city early this evening, which they think was the mysterious air ship. It was at a great altitude and moved rapidly in a southeasterly direction straight over the city. Such men as Col. M.P. Ghee, ex-Mayor Ewing, Edward Watson, Thomas Eastham, Judge De Wolf, Scott Erison, Will

Mason and others saw the strange aerial visitor in its nocturnal migration. Heretofore they have doubted the story of the air ship, but all now admit that seeing is believing.

Albany, Ind., April 16.--The air ship that has been flitting across the heavens for the past four weeks was seen here early last evening by several citizens whose veracity is above suspicion. It was between 7 and 8 o'clock when the object was seen moving across the western sky going south. The shape of the object could not be plainly distinguished. Mrs. Smith Clark, J. S. McIrvin, cashier of the Albany State Bank, and William Yocum were among those who saw the object.

The Tennessee Centennial managers say the airship is no fake. That its owners are under contract to take it to the exposition and it is expected here shortly.

1897 April 17 (Sat.) Greensburg (Ind.) Review, p. 1. (card 17)

The Greensburg Liear Loose Again. /

As a sample of the slush that is being sent out as "news" from this city it is but necessary to quote the following from a lengthy article which appeared in the Chicago Chronicle of the 14th:

GREENSBURG, IND., April 13.--The skeptics of this city who have read the accounts of the airship seen in the western skies now no longer doubt its reality, since the machine itself was seen here this evening. The airship made its appearance in this county about 6:30 o'clock and was seen by several hundred people. 156 prominent citizens of the city and county are willing to make sworn statements that they saw the strange machine.

The news of the sighting of the airship spread like wildfire, and it is the sole topic of conversation on the streets tonight. The first report of the machine being seen in this county came from St. Paul. Raymond Walker, correspondent for the Daily New Era, wiring the word to his paper to at once look for the airship, as it had been seen there and was coming slowly this way, at a rate of about ten miles an hour. Three or four hundred people were immediately on the streets, when, in a few minutes, the strange object made its appearance.

It was seen slowly approaching from the west. When within about a half a mile of the city it turned its course to a southerly direction. It was not quite dark, and the sky being clear, it was plainly outlined. No light was burning. About half an hour later it was seen approaching from the east with three lights, a green, red and a large white one in the center. The green and red lights were small and the clear light was large and very strong, and is believed to be a search light. Prof. George Keely, who obtained a good view of it from his observatory, says the search light is of medium power. He probably got the best view of anyone, although he did not get in his tower till it was passing away the first time. For the past two days and nights Prof. Keely has been on constant watch for the machine, thinking it would pass over this way, but had temporarily left his post tonight when it appeared. /

The article goes on to describe the anxiety of Prof. Keely and other people concerning the clothing worn by the men in the air ship, and closes as follows:

One disastrous result of the airships' visit came to the famous Greensburg goat. Billy saw the strange thing in the heavens and immediately becoming frantic, commenced to butt the northeast corner of the Reformed Presbyterian Church. Finally he took another despairing look at the heavens. The lights in the airship changed color at that instant. Billy frothed at the mouth and vent against the corner of the church a seventh time, when his left horn broke off near its base. He is now under the care of a veterinarian. /

How any self-respecting citizen can send out such stuff as news and how any self-respecting newspaper can print it as news is beyond the ordinary powers of discernment. If such articles only reacted on the man who writes them it would be different, but as they make Greensburg and its people appear silly and ridiculous, the author should be called down. The Chronicle should take a reef in the young man's imagination.

Greensburg New Era, April 21, p. 1--Hawkeye Fake.

p. 5--The mysterious airship or aerial phantom, which has been mystifying various western states, has invaded Indiana and is reported as having passed over Lagrange, Plymouth, New Castle and other northern towns. Can this be the advance courier of "the locomotion of the future" or is it only an optical illusion due to the cross-eyed quality of the liquor used in the sections reporting?--Connorsville Examiner.

April 17, 1897 Indianapolis Journal (Sat. morn) p. 1. (card 1)

More Air Ship Fakes

Navigators of the Aeroplane Thought to Be Populists.

Its Occupants Are Said to Wear Peffer-Like Whiskers--What

Passengers on a Big Four Train Saw.

Special to Indianapolis Journal.

Chicago, April 16.--Board of Trade "bulls" scout the idea of a local scientist that they are responsible for either the movements of the mysterious air ship or the winter-like weather that threatens to make short crops this year. While admitting that snow and rain, and consequent chilliness, might be produced by artificial means, such as explosions among the clouds, they assert that they are too good citizens to engage in such a conspiracy against the public welfare. Meantime reports, "all well authenticated," according to the writers of the "fakes," continue to pour in from nearby States. A correspondent at Belle Plaine, Iowa, says:

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

found the air ship had alighted four miles north of town, and when within 700 yards it spread its four enormous wings and flew off toward the north. Its occupants threw out two large boulders of unknown composition, which were taken into the village, and are now on exhibition. There were two queer-looking persons on board, who made desperate efforts to conceal themselves. Evans and Croskey said they saw the longest whiskers they ever saw in their lives. Nearly every citizen in Linn Grove saw the air ship as it sailed over town, and excitement is intense."

According to a correspondent at Mount Vernon, Illinois, the air ship was seen there by a hundred people. Mayor Wells, who had an excellent view of the mysterious visitor from the observatory attached to his residence, says it resembled the body of a huge man swimming through the air with an electric light at his back.

Similar reports have been received from numerous towns, the reports merely varying with the imagination of the correspondent.

Snowdrift from Chicago. / Special to Indianapolis Journal, Champaign, Ill., April 16.--The crew of train No. 3, Peoria division of the Big Four, in charge of Engineer Sharp and Conductor T. E. Jarvis, with 30 passengers, saw what is supposed to be the air ship northwest of St. Joseph, Illinois, being in sight about ten minutes and travelling at the rate of about 120 miles per hour.

Scoffers assert that what the passengers saw was merely a cloud driven with great force across the sky, but Conductor Jarvis, who reported the above to the telegraph operator here, says it was too compact and moving with too great velocity to be either a common cloud or a Kansas twister. Some of the passengers suggested that it might be a Kansas snow drift (snow fell in the windy city today) that had been picked up by the wind and was being hurled about in the heavens, undergoing solidification preparatory to being dropped to the earth as a spring hailstone.

They Saw a "Strange Body." / Special to Indianapolis Journal, Vincennes, Indiana, April 16.--More than a score of citizens of unquestioned veracity saw some strange body passing over the city early this evening, which they think was the mysterious air ship. It was at a great altitude and moved rapidly in a southeasterly direction straight over the city. Such men as Col. N. P. Chee, ex-mayor Ewing, Edward Watson, Thomas Eastham, Judge DeWolf, Scott Baisson, Will Mason and others saw the strange aerial visitor in its nocturnal migration. Heretofore they have doubted the story of the air ship, but all now admit that seeing is believing.

Albany Gets a Sight of the Ship. / Special to Indpls. Journal, Albany, Indiana, April 16.--The air ship that has been flitting across the heavens for the past four weeks was seen here early last evening by several citizens whose veracity is above suspicion. It was between 7 and 8 o'clock when the object was seen moving across the western sky going south. The shape of the object could not be plainly distinguished. Mrs. Smith Clark, J. S. McIrvin, cashier of the Albany State Bank, and William Yocum were some of those who saw the object.

April 17, 1897 Indianapolis Sentinel (Sat. morn) p. 6

Message From the Airship

Note Tied to a Screw Found by an Elkhart Woman, Elkhart, April 16.--Special.--The following note was picked up yesterday by Mrs. C. Strook of St. Joseph st. It was tied to a large screw by means of twine string. It reads as follows:

"From the air vessel to the people of Indiana--two hundred 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".

Mrs. Strook says she believes the message came from the airship, and although the note bears no date, several parties have been formed here to watch for the return trip of the machine, which is scheduled for tonight.

Landed at Monon.

Monon, April 16.--Special.--About 10:30 o'clock Friday night the mysterious airship slowly settled to the ground near the Monon depot. There were two passengers and an attendant. They seemed to regret the necessity of landing to make trivial adjustments to the motor. No one could learn anything about the destination, but as a few words were dropped in regard to the jury bribery case at Marion, a number are led to believe that the passengers are Phin Howard and George Harvey. Both men were rather heavy built and smooth faced. One of the men was several inches taller than the other. After the repairs were made, which required only thirty minutes, the ship sailed away in a southeasterly direction, evidently for Marion.

Talked with Airship Man.

To the Editor--Sir: The "famous airship" was seen at this place this morning at 9:30 o'clock. The Hon. D. E. Watson and Jap Miller of Riley fame were on the hills north of the city and saw the ship descend to earth. They had a talk with the navigator and he told them that he was a poet from the planet Mars; that in the flights of his imagination he had gone beyond the powers of gravitation and came direct to earth. His object in stopping here was to get the benefit of our mineral waters, but when he heard what the taxes were in this county he immediately put his machinery in motion and left for parts unknown, before our assessor could list his "machine" for taxation.

W. Martinsville, April 16.

1897 April 17 Logansport (IND.) Daily Reporter, back p. (Sat.)

Saw the Airship. / Minor West Saw the Mystifying Flying Machine. Minor West, of the State National bank is one of the few Logansport people fortunate enough to catch a glimpse of the mysterious airship which defies the law of gravitation and has set the entire world agog. Minor was interviewed by a reporter this afternoon and describes the navigator of the aeroplane as a light about the size of a football which revolved rapidly and whirled out of sight below the horizon ~~before~~ before he could grasp an idea of its general outlines. He was not prepared to say whether the queer craft was propelled by wings or steam.

April 18, 1897 Indianapolis Sentinel (Sun) part 2, p. 1 (fiction) (S. M. ...)

Lands on Monument The Mysterious Airship Pays a Visit to the City Shortly after midnight the brilliant light from it is seen in the heavens and for a few moments the heavenly navigator hovers over the city--It anchors to the monument and is hailed--a voice from it tells of its identity, history and purpose--Mystery that has been heretofore unrevealed about to be solved.

The airship which hangs onto soldiers' monument is the spirit of aerial navigation, now about to be captured and enslaved by man--He sent bicycles to pacify man's urge, but now man is after it again.

In its travels the airship runs into the soaring ambitions of men, especially politicians.

Sunday April 18, 1897, p. 11 (Indpls. Journal):

All the Planets Visible / St. Louis Republic, April 17. Thursday night another "air ship" made its appearance in the western heavens--it was Mercury the planet not to be seen but once in a lifetime (1). Mercury is about five degrees south of Venus, the bright evening star which was mistaken a few nights ago by a number of people for the wonderful air ship which is supposed to be hovering over this city.

April 19, 1897 Indianapolis Sentinel (Mon. morn) p. 6

The Airship Fake

Muncie People Duped by a Quartet of Balloons.

MUNCIE, April 18.--Special.--Several thousand people of this city were duped into the idea they had seen the "mysterious" airship and some are none the wiser yet. About 9:30 o'clock while the streets were still crowded with the usual Saturday night shoppers, the dim outline of a swiftly moving object, to which were attached several lights, green and white in color, was seen traversing the heavens from the south-western part of the compass. Some one spied it and cried, "There goes the airship." In an instant the eyes of all were turned heavenward and the spectacle of the dim-looking object with lights attached, moving rapidly over the city, caused the firm belief to settle on all that they were witnessing the famous airship making one of its lightning-like trips. Those who were in the stores rushed into the streets, forgetting everything in their desire to see the mysterious ship of the air.

In less time than it takes to tell this the supposed airship had passed out of sight. It was seen again several hours later, retracing its first path. Not all of the people in Muncie know that the airship was nothing more than four hot-air balloons fastened together, to which were attached lanterns with colored globes, sent up by two enterprising reporters, who revel in excitement and a good joke at the public's expense.

April 19, 1897 Indianapolis Sentinel (Mon morn) p. 6

The Martinsville Story

Martinsville, April 18.--Special.--The special in Saturday's Sentinel in regard to the airship at Honon was the subject of much conversation here today. Dr. Webster, a former resident of ~~Marion~~ Marion, is very positive in some of his statements about airships. It is known that he made a professional trip over in Brown county yesterday, and he told a Marion resident this morning that he had been called to the relief of George Harvey, and that Phin Howard was with him. While the Doctor will not say that he has seen the airship, the manner in which he parries questions is most convincing proof that Harvey is making regular incursions to Marion via the airship. Harvey's financial condition would not preclude such a method of travel.

1897 April 20 (Tues) Daily Banner Times (Greencastle, Ind.), p. 4.

The Air Ship is Found.

Notwithstanding that air whip was seen at Vladivostok, Siberia, yesterday, shaped like an oblong parsnip with an undulating tail which emitted sparks, Henry Heltzer carried the pesky air ship into our editorial sanctum at noon today, having found it in his garden early this morning while engaged in brushing the frost off his early sass. There has been an even bet standing in the city that if the air ship ever was seen here that Mr. Heltzer would get the first glimpse of it and now it seems he has captured it. It looks something like a Greencastle electric light globe ~~and~~ after it has run amuck of a small-boy-large-rock combination, but printed on its sides in bold letters are the words "air ship." In order to make this story compare favorably with those of the energetic correspondents who have been working the daily newspapers, we ought to add that "thousands have viewed the air ship with open mouthed astonishment," but our modesty forbids. The air ship is here but the astonishment is shy.

1897 April 20 (Tues) Indianapolis News, p. 6.

SWINGING THROUGH THE AIR. / One Green and One Yellow Light on the Air-ship. /

Frank Johns, 21 East North street, says he saw two lights in the sky last night which he is convinced must have been attached to some kind of airship. He says: "I had finished reading in the News about Rev. J.S. Axtell's experiments with airships. About 9:15 o'clock I looked up into the sky and saw two lights swinging through the air. One was green light and the other was yellow. The yellow light was about the size of an electric arc light, and was in front of the green light. The lights were too high for me to see anything connecting them. They were traveling southwest at a good speed, for it took only about three minutes for them to pass out of my sight. They swung through the sky as if they were attached to a balloon. The lights were clear and strong, and I shall be surprised if I do not hear of other people who saw them.

An Advertising Scheme. The air-ship business is understood to be an advertisement adopted by a circus, which is releasing colored balloons in different parts of the country. In due time the scheme is to be disclosed. May 6, 7; 8, 1. Barnard.

April 20, 1897 Indianapolis Sentinel (Tues morn) p. 6 (Card 1)

Another Strange Light

Witnessed in the Heavens by an Elkhart Citizen To the Editor--Sir: Last evening at 8:15 o'clock I saw a light go across the heavens. I am not the only person who witnessed the strange light. Hundreds of people all over the city are talking of it today, and all seem to have the opinion that it was the mysterious airship.

When I first noticed it I was standing at the corner of High and Main-streets with C.A. Hall, and I chanced to look up and a moving light in the sky attracted my attention. Others had seen it before I chanced to see it. The light was a dark yellow and certainly must have been an oil light of some kind, and was about twenty-four inches in diameter when I first noticed it. It went in an easterly direction a few points to the south, notwithstanding the wind was from the south. The light certainly must have been at an altitude of at least 4,000 feet and travelled faster by far than I have ever witnessed a balloon travel or a gust of air blow the dust. It was about six to eight minutes in going from the western horizon to the eastern horizon. I watched it as long as it could be seen. The moon shone clear and bright and there was not a cloud to be seen at the time the light was travelling. SODER.

Elkhart, April 19.

Course 'Twas the Airship.

Columbus, April 19.--Postmaster Rush is authority for the statement that the much-advertised airship passed near Columbus.

"It was either an airship or I don't know what an airship is," said Mr. Rush this morning, "I was driving from Edinburg last night. It was early in the evening, about 7 o'clock. Maybe a little later. Whatever it was it came up suddenly and the horse was badly frightened. The people in the carriage were thrown out. The buggy was broken. I was badly scared. The brightly lighted object passed and I saw the red light in the rear disappear. The farmers in the community said they had lived there for years and that no airship had ever passed that way. But that is no reason. It was the airship or the express train from Madison."

A Mysterious "What is it."

Shelbyville, April 19.--A party of well-known young men who were in the country this morning returned to town greatly excited and declaring that they had seen the much-talked-of airship, supposed to be flying over the country. The mysterious sight was first seen by Harry Lane, who called the attention of his companions to it. Mr. Lane described the object as being four times the size of a balloon at that distance. The young men, among whom were Albert Chreden, Forest Buell, Harry Lane and others, watched the ship gradually float westward, to be finally lost to sight.

1897 April 20 (Tues) Rushville (Ind.) (Twice-wkly) Republican, p. 3.

Mysterious Air-Ship.

Charles Worthington and John Rodabaugh, who live in the west part of this city, claim to have seen the air-ship, which is causing so much mystery among the towns in Indiana. The men named above say that they saw the air-ship at Hodge's branch, last Saturday morning, where the men who operate it were taking water. They describe the ship as having large wings which propelled it through the air. There were three men in the ship and when it arose from the earth they shaped their course in a northeasterly direction. Just so!

1897 April 21 (Wed.) Angola Herald (Steuben Cnty, Ind.), p. 5.

Brevities of Local Interest.

Some of our citizens thought they saw an air ship Sunday night, in a southeasterly direction, while others declare that it was only the moon. All agree, however, that there was an abundance of air afloat in all directions.

p. 7. Story of explosion of arap, Pavilion, Mich.

p. 8. Lights are seen almost nightly by spearing parties on Lang lake, in violation of fishing laws.

Wed. Apr. 14, p. 8. Pleasant Lake Dept. Our agent read a report over the wire that an airship that left Omaha, Neb., yesterday, passed over Battle Creek, Mich., at 8 a.m. today.

Fountain-Warren Democrat (Attica, Ind.) April 15, p. 1.
Bluffton--body of boy found in field with clothes burnt off, but no fire in field.
p.2. Kickappo Legends--ghost shows reporter an arsp, shaped like whaleback and with lights--people stare at.
May 6, p. 1. Meteora, Geneva, N.Y.
1897 April 21 (Wed) Columbus Evening Republican, p. 1 (card 1)

could be arrested. The whiskey sold at Gas City has long borne an evil reputation.
Prof. Hough of Northwestern University thinks the airship is a star. He says it is Alpha Orionis, which the astronomers know as the star Alpha in the constellation Orion.

p.5. Should airships become the means of popular transit there are a few specimens of the traveling fraternity which should be prohibited from riding on them--the old reliable railroad hog who occupies two seats in a crowded car, the curious tourist who insists on raising the window in order to see everything, and the woman who boards a train carrying a good-sized slice of a large department store. The nervous woman who imagines there is a cow on the track continually, will be out of a job on an airship.--Ex.

AIRSHIP IS IN BROWN. / IT IS WAITING ON WEED PATCH HILL FOR REPAIRS. / An Interview With E.J. Pennington, the Owner, Who Claims Hour for the Machine--It Is Said to Make Almost a Hundred Miles an Hour Through the Air--May Come Here. /

The air-ship is in Brown county. E. J. Pennington, the owner and inventor of the machine is the authority for the statement.
Wild stories of the appearance of the ship have been floating about the county seat of Brown for some days. Many farmers in that county have stated that it has been seen by them. Their stories were brought to Martinsville and according to the reporter of that city, Jeremiah Collier and William York are ready to make affidavits that they have seen and examined the wonderful invention. The reporter says that two farmers came to town and reported that the ship had anchored on Weed Patch Hill during the night and would remain there several days to repair some damage to their machinery, and to substantiate their story the men exhibited telegrams that the owner of the ship had given to them to have sent off. They said that the reason that the owners did not come in was that the roads were so bad that horses could hardly pull a wagon over the road and then they wanted to rest for a few days. Their reason for locating at Weed Patch is to escape sightseers during the several days that will be necessary to complete the repairs. From the messages shown by the men it was learned that the man at the head of the enterprise was E.J. Pennington.

April 21, 1897 Indianapolis Sentinel (Wed. morn) p. 6

Very Hard to Believe
Mysterious Airship Takes on Coal Near Town of Linton
Linton, April 20.--Special.--The airship, about which there has been so much talk, passed over this city at about 9 o'clock last evening. It came from the southwest and lighted at the shaft of No. 2 mine and took on three tons of coal. Two men were the occupants of the ship. In conversation with a citizen they stated they were on their way to Canada. They had entire control of their machine and explained the different parts. They stated that they would next stop at Brazil, several miles north of here, and take on coal. They left about 9:50 o'clock.

Mr. Pennington is well known to the people of Indiana. He is a native of Dearborn county and, some eight years ago, was running a brand saw factory at Moores Hill, and while there he drew the models of what he thought to be the proper thing in the air-ship line. Afterwards he went to Edinburg, and thence to Mt. Carmel where he builded an airship that attracted much attention. It was exhibited in the auditorium in Chicago and in the exposition grounds in St. Louis. While in St. Louis the sheriff attached it but during the night it disappeared and was never heard of again. Mr. Pennington next appeared before the people of Indiana as the promoter of the Noblesville and interurban electric railroad. Monday morning, continues the Reporter, Mr. Pennington went to Martinsville to take an early train over the Big Four. In an interview he said:

About two hundred persons watched the mysterious machine take on coal and a good many noticed its twinkling lights from the distance. The machine seemed to travel at the height of two hundred feet above the ground.

Thursday, April 22, p. 4 ("Snaps")--That mysterious airship is probably the "Flying Dutchman" brought up to date. --NY Tribune.
1897 April 21 (Wed) Michigan City, Ind., News (Wkly), p.1. (card 1)

"Yes I have an airship over in Brown county undergoing some repairs I selected that place to get away from crowds that the machine would naturally attract. I am going east and will not be back before Saturday when I expect the machine to be repaired and here in town to meet me. We will start at once for Cuba, where we will join the patriots in their struggle for liberty. It is the same old Moores Hill machine with some improvements as suggested in Prof. Langley's ideas published by the Government some five years ago. The newspaper reports have been somewhat confusing because we have three machines in the air, and just now they are in central states. One of them will be at the Tennessee exposition. The report that the machine exploded the other night was the most natural thing in the world. Owing to the roof of our machine springing a leak one of our electric circuits became grounded and the dynamo burned out. The display was something wonderful, but, fortunately, we have two sets of propelling machinery and it did not bother us to keep going, but our lights were out for several hours. This is partly the damage we are to repair here.

A MYSTERIOUS STAR. / Discovered at Berrien Springs, Michigan--It Hangs Over This City. /

While other parts of the country are all torn up over the appearance of the great air ship that is floating about over the earth at night, the usually quiet people of Berrien Springs, Michigan, are agitated over the sight of an immense electric star they see in the heavens, suspended directly over the Union Soap Company's works, in this city. The bright star was first noted in the skies, by the residents of Berrien Springs, about ten days ago, and much interest was manifested over it. Some claimed it was an associate of the evening star. Others thought it was a new discovery in the world of astronomy, while many believed it to be an electric star suspended some 500 or 1,000 feet in the air, directly over Michigan City. This last theory continued to grow in the minds of the people at Berrien Springs until it was watched every night, was talked of in the schools, in the stores and upon the streets, the great mystery being as to how the Union Soap works kept that star suspended so high in the heavens. Everybody down there uses the famous Union Star soap, and recently when Joseph Clouchek was making one of his periodical visits there he was questioned about the electric star suspended 1,000 feet in the air, over the soap works here, and an explanation as to how it was kept up so high was demanded. Jo. dropped onto the joke and carrying it out upon the theory that the Berrien Springs people had the right idea of mysterious star they had discovered, gave them a good story. For many nights the whole populace was out to watch that new star, and it was the talk of the town. The Berrien Springs people this week contained the following regarding the big star the people there have discovered:

"We carry our own workman and they were here last night to secure such material as they needed and, when I left this morning, the work was well under way. Lately I have been devoting my time to the manufacture of motor cycles and have attended all the exhibitions of these machines that have been given in the world and from these I have packed up many small ideas to complete this machine, the dream of my life, and while I am in Cuba I expect to work out such improvements, that in a few years I will be able to introduce the machine into the commerce, not only of this country but of the world. I would like to talk to you longer but the train is starting and I must go. Be here Saturday evening and I will take you a short ride, as far away as you can get back on the train by Monday morning. Our speed is ninety-seven miles an hour."

Rumors have been going the rounds of the press and swain circles that a very bright star recently seen in the southwest was something astronomers had not previously located and that it was--must be, in fact--an electric star, kept up by some mysterious agency, by the Union Soap Works of Michigan City, as an advertisement of their celebrated Star soap. Of course many people rejected this theory just as the electric inventions of such men as Morse, Edison and Tesla have been rejected by people who didn't know a little bit about electricity. Now the cat is out of the bag. Last Saturday Mr. Joseph Clouchek, representing that Michigan City Company, was in town and, in strict confidence, imparted the information that his company had hung up that star. He seemed unwilling to tell just how it was supported at such an altitude but we all now know that many things yet not fully understood by laymen are possible to electric engineers.

1897 April 21 (Wed.) Hartford City Telegram (Ind.), p. 6.

The Mysterious Airship. / It Travels Over Hartford City at 11:30 in the Night Say Several Glassworkers. /

It was about time somebody in Hartford City saw the airship which has been flying through the newspapers for many days. It passed over Hartford City Wednesday night. Several employees of the Hartford City Glass Company's plant on the x South Side saw the strange light and they aver that it was the airship. It was also seen at Fort Wayne that evening, going in a northwesterly direction. It passed over this city in a southerly direction--according to the glassworkers who saw it. "The light first appeared in the west," said one of the glassworkers who saw it, "and it traveled southward at a good rate of speed. It was of a yellowish color and shaped like a pear. There were two lights at the side and the thing swayed to and fro as it traveled."

Mr. Clouchek intimated that some fine day people using that particular brand of soap would become so purified that their vision would be enlarged to a degree that would enable them to discover many things now undreamed of by them.

1897 April 22 (Th) Evening Republican (Columbus, Ind.), p.6.

They Saw It.
Bert Edmonson, James P. Honar, J.F. McClellan and others were in the south part of the city last midnight posting bills for the excursion and they discovered a large light apparently thirty feet long passing through the heavens moving rapidly in an easterly direction. Whether it was the airship or not they were unable to tell. They saw the strange visitor, all the same. The boys were probably walking in their sleep.--Seymour Republican.

Under the laws of the State of Indiana the saloons close at 11 o'clock. Half an hour after that the airship sailed over Hartford City. There may be some connection between these two circumstances.

It is said that the airship alighted in a cornfield one mile from Gas City at 3 o'clock Wednesday afternoon but it got away before it

23,2. A reasonable solution of the mysterious lights so frequently mistaken for an airship is given by an exchange which suggests that they are only a few escaped metaphors of Mr. Bryan's. The airship was a sort of fly-by-night affair and seems to have completely flown.
May 6/1 Barnard: 13,3 Kansas snake.

Apr. 10. 2 flock of passenger pigeons seen?
 12.1 Spontan. human combustion.
 13.4. Strange & peculiar light at Haysville--Ind. Sent.
 19.1. Airship seen near Columbus--Postmaster Rush said "either air-ship or train."
 19.2. Still the air ship, or "that air ship," is causing much excited comment. Now a man in Kentucky claims to know the inventor and that he has found the solution to overhead travel. If he has there may be brisk competition among the tourist companies for parties going to Paris in 1900. It is not improbable to think that these lines will announce the trip to be made in one night. And how the ocean lines will cut the rates. Any dream sounds almost practical in these days of wild stories.

1897 April 22 (Th) Fort Wayne (Ind.) Weekly Gazette, p. 12.

TWO MEN IN THE SHIP. / To Say Nothing of the Dogs--The Spiritualists Make a Discovery.

The airship has again been seen by Fort Wayne people. On Wednesday evening, as several members of the First Spiritual Circle were leaving their society rooms after a meeting, they noticed the air ship passing over the city toward the northwest at a rapid speed. It carried two lights, a red one in front and a blue one in the rear. It is said by A. Carpenter that the members returned to their hall and the medium went into a trance. While in that condition the medium disclosed the occupants of the ship to those gathered in the room. There were, according to the medium, two men in the car and a third living body supposed to be a dog. The apparitionists are greatly agitated over the matter and further seances may be held.

p. 10. The erratic course of the famous airships demonstrates that it is the astral body of the late populist party. It arose from its grave in the West and like Noah's dove could find no resting place. It was making for Washington, but having one captain and two mates that were not in harmony as to the course to be pursued, it has zigzagged all over the country.

If our free trade friends will cease to fight protection in congress and direct their attention to perfecting an air-ship, the cause of free trade will be triumphant, not only for the U.S., but for the whole world. Nations can be fenced and custom house placed at every gate, but nature cannot be roofed over, and protected goods will sail over the custom houses as easily as the cow jumped over the moon.

1897 April 22 (Th) Logansport (Ind.) Daily Photos, p. 5.

An Airship. / Under Course of Construction at Logansport. / Its Size and Shape Known Only to the Builders. / Edward Gall and Henry Conrad, Well-Known Young Men of This City. //

Who knows but what the mysteries of aerial navigation may yet be solved by Logansport inventors? Or, who knows but what the solution has already been made and the alleged skylarking about by night in the empyrean near this city was really on the square.

A representative of the Pharos did discover today that an airship is really in course of construction by Messrs Edward Gall and Henry Conrad, well-known young men of the city, residing in the East End. Parts of the ship were and are being made at J. A. Anson's carriage work on the south-side, but its size (further than it will be thirty feet long) and shape are held a profound secret in the breast of the builder.

Mr. Gall is a brother of William Gall, a compositor on the Pharos, who has had considerable experience in handling a balloon. Edward makes his home with William, but notwithstanding that fact the latter has not been let into the secret of the airship business. He says that he had frequently seen Edward in possession of odd-shaped pieces of iron, but never questioned him concerning them.

The gentleman who put the Pharos man next today is firm in the belief that Messrs Gall and Conrad are constructing this machine as an improvement on the one that has been in use for some time, and to it may be traced those mysterious lights which have moved strangely in the sky of late.

1897 April 22 (Th) Martinsville, Ind., Republican, p. 6. (card 1)

THE AIRSHIP LOCATED. / It Is on Weed Patch Hill, Brown County--The Inventor Talks.

The wonderful airship that has been perplexing the minds of the citizens of the Central States for some time, is now explained. The ship is now resting on the top of Weed Patch Hill and will be there until next Friday or longer.

The strange conveyance was first seen in Martinsville last Wednesday when Dr. Grant Monical and several other professional and business men having offices and stores in the Cunningham Block, observed it. Their report was laughed at at first but they persisted and finally convinced the people that they knew what they were talking about.

The next appearance was about closing up time for the business houses Saturday night and those who saw it were the most prominent business men of the town, Jap Miller, a merchant, S.H. Guthridge, a councilman and connected with the First National Bank; Smith Johnson, another councilman and a druggist; "Howe" Egbert, of the National Hotel; Will Cain, a saloon keeper, and Nightwatch Pollard, are among those who maintain they saw the machine and it was traveling eastward very slowly. Their story was confirmed Sunday morning by Jerry Collins and "Bud" York. Two farmers came to town and reported that the ship had anchored on Weed Patch Hill during the night and would remain there several days to repair some damage to their machinery, and to substantiate their story the men exhibited telegrams that the owner of the ship had given to them to have sent off. They said that the reason the owners did not come in was that the roads were so bad that horses could hardly pull a wagon over the road and then they wanted to rest for a few days. Their reason for locating at Weed Patch is to

escape sight seems during the several days that will be necessary to complete the repairs. From the messages shown by the men it was learned that the man at the head of the enterprise was E.J. Pennington.

Mr. Pennington is well known to the people of Indiana. He is a native of Dearborn county and, some eight years ago, was running a band saw factory at Moores Hill, and while there he drew the main models of what he thought to be the proper thing in the air ship line. Afterwards he went to Edinburg, and thence to Mt. Carmel where he built an air ship that attracted great attention. It was exhibited in the Auditorium in Chicago and in the Exposition Grounds in St. Louis. While in St. Louis the sheriff attached it but during the night it disappeared and was never heard of again. Mr. Pennington next appeared before the people of Indiana as the promoter of the Noblesville and Inter-urban Electric railroad.

This morning Mr. Pennington came to town early to take the 6 a.m. Big Four train. In answer to questions he said, "Yes I have an air-ship over in Brown county undergoing some repairs. I selected that place to get away from crowds that the machine would naturally attract. I am going East and will not be back before Saturday when I expect the machine to be repaired and here in town to meet me. We will start at once for Cuba, where we will join the Patriots in their struggle for liberty. It is the same old Moores Hill machine with some improvements as suggested in Prof. Langley's ideas published by the government some five years ago. The newspaper reports have become somewhat confusing because we have three machines in the air, and just now they are in the Central States. One of them will be at the Tennessee Exposition. The report that the machine exploded the other night was the most natural thing in the world. Owing to the roof of our machine springing a leak one of our electric circuits became grounded and the dynamo burned out. The display was something wonderful, but, fortunately, we have two sets of propelling machinery and it did not bother us to keep going, but our lights were out for several hours. This is partly the damage we are to repair here."

"We carry our own workmen and they were here last night to secure such material as they needed and, when I left this morning, the work was well under way. Lately I have been devoting my time to the manufacture of motorcycles and have attended all the exhibitions of these machines that have been given in the world and from these I have picked up many small ideas to complete this machine, the dream of my life and while I am in Cuba I expect to work out such improvements, that in a few years I will be able to introduce the machine into the commerce not only of this country but of the world. I would like to talk to you longer but the train is starting and I must go. Be here Saturday evening and I will take you a short ride, as far away as you can get back on the train by Monday morning. Our speed is 97 miles an hour."

1897 April 22 (Th) Mitchell Commercial (Lawrence Cnty, Ind.), p. 1.

That Air Ship. / Seen in Mitchell Last Friday Evening.

Last Thursday evening as Will Ewing and a friend were returning from prayer meeting about 9 o'clock their attention was called to a bright light in the heavens over the north-west part of the city. The outline of the object could not be distinguished very clearly but the light burned steadily and in such a manner that plainly indicated that it was not a star or some erratic planet off its reckoning. Fred Larkin and Harry Kimberlin saw the light also and watched it until it was lost to sight moving off gracefully to the northwest. To make sure the object was in motion the gentlemen sighted from a tree and were convinced beyond possibility of a doubt that the air ship or whatever it may have been, was in motion. They don't pretend to say that it was an air ship but they do know that it was something unusual. Who knows what it was?

1897 April 23 (Fri.) Hamilton County Ledger (Noblesville, Ind.), p. 2.

Not the Air Ship.

About 8:15 o'clock Sunday night when the church people were on their way home from the evening services, many of them observed a bright streak of light in the northwest about midway between the zenith and horizon. It traveled rapidly in a northerly direction and gradually disappeared. Some one spied it and cried, "There goes the air ship." All eyes were instantly turned heavenward and many believed they were witnessing the famous air ship making one of its lightning trips. The light was nothing more than a meteor flying across the heavens with a bright trail of fire following on its path.

p. 8 County Capers / No. 3 W. Washington.

The Neversveats of Horton last Saturday played a mean, dastardly practical joke on several of us rural backwoods farmers who had gone to town for our mail, and what was worse some of them belonged to meetin'. They said that on Thursday and Friday nights between 7 and 8 o'clock an airship had passed over the town, going in a northwest direction and had dropped a letter down to the inhabitants of the burg, saying that they were sure that the ship would pass over the town on Saturday night. We sat up till about 7:30 o'clock, with one eye pointed in the direction of Horton, watching for the ship, but it like many other things, came not, and we retired thinking of the sinful ways in general of the Neversveats who have nothing else to do than to pitch horse-shoes and fool honest farmers.

1897 April 22 (Th) Rensselaer (wkly) Republican (Indiana), p. 1.

Of course somebody in Rensselaer had to see the airship. A very respectable elderly gentleman, whose name we withhold out of regard for the feelings of his friends, was up about 2:30 A.M. Sunday morning, and saw the airship hovering over the new court house, as though looking for some soft place to light. The old gentleman does not think

it was more than a mile and a half above the earth, and thinks he saw four men in the ship. He did not observe whether their teeth were chattering or not, but considering what the weather must have been up there, it is safe to say that they were.

p.8--Explosion at Pavilion, Mich.
15,1 The air-ship fake, which started in California last fall, has now got as far east as this state, and telegraph liars are working it for all it is worth, in every direction.

Pike County Democrat 4/23, p. 1: That airship is creating a great deal of talk in this section of the state. There is hardly a hamlet in southern Indiana but where persons say they have seen the monster aerial ship. It has been seen here by several parties, but we will venture the opinion that it was a buzzard that was hovering above them and they had been looking through the bottom of a glass.

1897 April 22 (Th) Terre Haute Evening Gazette, p. 4.
Saw the Air Ship.

Patrolmen Kotsch and Budd and Charles Scheydt claim that they saw the air ship in the heavens last night. They say that the shape of the object was just like those they had seen pictures of, pointed at both ends. It did not seem to move but gradually disappeared like an air balloon.

Apr. 12 p. 4--Wizard Edison having pronounced the airship a fake the KC Journal invites him to come out to Kans and stimulate his vision with drug and strong beverages, promising him, if he does so, that he will see his mistake, also the airship.

Between the cups and the lips sails many an airship.
29 Case letter/30--flight of meteors.

Sat. May 1--Perhaps those airships are hunting for that promised prosperity in the heavens above, not having found it on the earth beneath or in the waters under the earth. (p.4)

Anethema maranatha (spelling not vouched for) be the next person who sees the airship and doesn't throw salt on its tail and so capture it.

1897 April 23 (Fri eve) Kokomo (Ind.) Daily Tribune, p. 4 (CARD 1)

The Mysterious Air Ship. / The Much Seen Aerial Navigator Finally Shows Up Here. / It Was Seen at 10 O'clock Thursday Night by Any Number of Reputable Citizens--Picture of the Critter. /

It finally got here. It would be quite contrary to the economy of nature for the great air ship to make its appearance in other towns in Indiana and neglect to give Kokomo a call. The much seen aerial navigator was in Kokomo Thursday night and its presence can be proven by any number of creditably witnesses who saw it with their own eyes and were frightened out of a year's growth by the spectacle.

The ship soared almost directly over the town from southwest to northeast. It came in the form of a ball of fire. At least that was the only part clearly visible, though there are persons willing to declare on their oaths on a stack of Bibles as high as the moon that the ball of fire was not all there was of it. Some could distinguish the faint outlines of a long cigar shaped object and something that looked like arms or wings. Others saw nothing but the light.

Perhaps 100 people saw the illuminated stranger pass over the city, and all without exception declare it to be an artificial contrivance of some description, and not a meteor as some might suppose.

The object travelled too slow and too straight for a meteor. The latter shoot through the sky at a swift downward pace, whereas, the air ship, or whatever it was, went slowly and horizontally. Among the Kokomo people witnessing the object were, Dr. R.H. Smith, Frank McCarty, of the Citizens' National bank, Walter Farquhar, D.A. Woods, Mrs. Michaels, W.E. Sollenberger, Will Kirk, Dr. Bell, Ed Clem, George Pentecost, Fred Daily, Harry Grimes, C.J. Hammill and Policemen Taylor and McFann. To them the light seemed about the size of an ordinary breakfast plate. The light was rather white with reddish tints. It appeared to pass over the western part of the city and soared very low not to exceed 300 feet above the earth. No motive power was visible. As a matter of fact, admitted by all, the unexpected visitor threw the spectators into confusion, so strange and unearthly was its appearance.

Walter Farquhar, who caught the first glimpse of it from his South Main street residence, contends that he is not good authority on the subject and didn't want to be quoted. He is trying to retrieve his reputation for truth and veracity since the time he saw the moon and thinking it was fire, called out the department. He is willing to say, however, that he saw something and believes it to be the same "air ship" that is being seen all over the country--probably nothing more than a bladder balloon sent up by mischievous boys.

Dr. Smith saw it from his West Sycamore street home and declares it was not a bladder nor a meteor, but some artificial mechanism. He thought he could distinguish accompanying outlines, but was not sure of it. The light was similar to that produced by burning oil. The object seemed to be traveling at the rate of 30 to 40 miles an hour, and being low, was soon obscured by the tops of the tall buildings.

The story as told by the other eyewitnesses conforms to the above. They agree on the time, the altitude, the size, color and speed of the light. It is therefore an indisputable fact that a strange light passed over the city Thursday night.

The Tribune produces herewith an exact picture of a real airship, constructed for aerial navigation several years ago, but which has failed to navigate to any elaborate extent. The ship as described, contains a brass band discoursing sweet music in the rarified atmosphere of the western states and territories, and is equipped and

panoplied for a high old time, with a bar of liquid refreshments and all other necessary ingredients for sporting 'em high. This is probably not the air-ship seen here, though one man in the northeastern suburbs imagined he heard the passengers singing "The Ships that pass in the Night" and "Just tell them that you saw Me."

The Tipton Tribune says the same kind of a light passed over Tipton Wednesday evening at 8 o'clock and quotes a number of well-known citizens to that effect.

Of course there are incredulous persons, who were so unfortunate as not to see the stranger, take no stock in the thing; insist that there was no airship, no light, no anything. This class is also mean enough to suggest that when such men as Dr. Bell, Dr. Smith, Walter Farquhar and Willie Sollenberger get to seeing air ships, the country is going to the dogs pretty fast.

Two witnesses, C.J. Hammill and Harry Grimes, describe the object as follows:

"While standing at the corner of Buckeye and Myrtle street a dark form of some long object rapidly approached. Its peculiar shape could be plainly seen. The rays of light extended far in advance, with two lights on the side. Its route was northeast. The time occupied in its flight over Kokomo (as long as seen) was about three minutes. Speed guessed at 600 to 1,000 miles per hour. The course of travel was twice changed while it remained in sight. It was low, occupying a place corresponding to the sun at 5 o'clock. It was at 10:10 o'clock when the object appeared."

April 17 p8 More Arap Fake (from Chicago paper--causes cold weather, Linn Grove, Ia, Mt. Vernon Ill., Champaign, Ill, rr., cloud driven with great force across the sky, Vincennes.

Keep Your Optics Peeled, Not for the mythical arap, but for 2 comets that are headed this way.

1897 April 23 (Fri morn) Kokomo Dispatch, p. 4. (CARD 1)

ON THEIR OATHS. / Reputable Men of Kokomo Aver That They Saw the Air-ship, / Or Something Very Like It, Which is Much to the Same Purpose.

William Edgerton Sollenberger, 81 West Mulberry street, cashier of the Kokomo Loan and Savings association, rushed into the editorial sanctum of The Dispatch office last night, breathless and greatly excited, to exclaim that he had seen the much talked about airship. The local quill driver to whom he related his story, expressed his incredulity, but William insisted strenuously upon being believed. There was nothing left to do but take William seriously, for if there is a young man in Kokomo who can approach George Washington when it comes to stern loyalty to the truth, that young man is William Sollenberger. Telling the truth with him is a habit formed in childhood, and he could not depart from it if he tried. Besides, he is president of the Epworth League of the city and an assistant superintendent of Grace Sunday-school. What he says is entitled to belief. Having passed through the ordeal of eighteen months service as a newspaper reporter successfully, retaining his pristine innocence, his veracity is unimpeachable. He said: "I was at the corner of Webster and Walnut streets about 10 o'clock and saw the ship going in a northeasterly direction. It appeared as a red light moving very fast."

Lindell Darby, 186 South Main street, secretary of the Presbyterian Sunday-school, was riding on his bicycle near the corner of Walnut and Union streets about 10 o'clock, and saw the ship. Lindell thinks he saw the frame work. The light it carried appeared white, as if it was produced from oil, rather than electricity.

Will G. Kirk, who is entitled to be believed because other heaven-gazers who saw the ship tell the truth, declares that he sighted the curious object while in an alley--for what purpose was not learned--on his way to lunch at the Haggard restaurant.

Officer Ross Taylor, who sometimes looks up, adds his testimony to that of other witnesses. He states: "I was standing on the Lake Erie and Western railroad track near the Laeade factory at the Junction, about 10 o'clock, when I saw the ship. It carried red, white and blue lights and was going toward the northeast. Suddenly it turned completely around, and drifting toward the northwest was soon lost to view."

Officer Charles McFann, who whose chief claim to veracity is that he generally pays his debts, was at the Laymon grocery corner, when he saw the ship. The light it cast seemed to him to be of blended colors. The object appeared to be at a great distance, and sailing with great rapidity.

The following affidavit was found necessary and was sworn out last night:

Otis C. Pollard, being of lawful age and duly sworn, upon oath deposes and says that he is well acquainted with Officers Ross Taylor and Charles McFann. That he has known them for a number of years, during which time they have been residents of this community, and that he is well informed as to their reputations for truth and veracity. That the aforesaid officers never lie as long as they tell the truth and that they always tell the truth when they find it pleasing and convenient. OTIS C. POLLARD.

Subscribed and sworn to before me this 22nd day of April, 1897. T.C. McREYNOLDS Notary Public.

1897 April 23 (Fri) Logansport (Ind) Daily Reporter, back p.

Saw the Airship. / Patrolman James Kleckner and Others Viewed It Last Night. / Flew About the Starry Firmament for an Hour.

The airship has a strange liking for Logansport. There seems to be something in the atmosphere of the Wabash valley which agrees with the navigators of the ethereal regions. It was seen by a number of Logans-

port people last night about 9 o'clock. Among the favored ones were Patrolman James Kleckner and wife, Rev. A. L. West and wife, Fred Menke and wife and John Cadwallader and family. Mr. Kleckner first sighted the light in the northwest and said it appeared to be about 500 feet high and several inches in diameter. It moved about in an aimless fashion for several minutes and then headed for the west, finally disappearing altogether. Many people believe the airship to be a product of the imagination, but those who have seen it are firm in the belief that it has a place in the list of planetary bodies or airships. Ed Gell and Henry Conrad, of Aman's carriage factory, have been engaged in the manufacture of a flying machine for several weeks, and it is possible that the mysterious traveler is the result of their handiwork.

1897 April 23 (Fri) Hamilton County Ledger (Roblesville, Ind.), p. 8e.

(Local news) AROGNA ...

The air ship that has been seen in the west of late was observed circling and hovering over the northern portion of this county a few evenings ago. It was seen over this place. Isaac Edwards, Isaac Porrer, Rant Ault, Alf Leeman and Jehu Richwine were the first to observe the machine. A line was let down with an order for compressed natural gas, which was duly supplied from the gas well at this place. Another line was suspended from the rear end of the ship attached to a basket containing money and an order for water and provisions, which was promptly filled. The money used was gold coin. The ship, after taking aboard provisions, hovered over the town for a few moments, then circling around, took a due northeast course. No audible communication from the ship was heard, save the rustling of its progress through the air. It is possible that the machine came from our neighboring planet, Mars, for we see in this planet a world well advanced in years. Evolution there is also advanced. The climax of existence is long passed and a terrible catastrophe apparently is about to wipe out all organic life. The water supply on the planet is on the point of exhaustion, hence irrigation is therefore the all-absorbing pursuit of our Martian neighbors, and hence the universal system of canals which have been observed upon that planet. One thing certain, they use for their circulating medium gold, and as old mother earth advances in arts, science and age, every nation on the earth will use gold for a money basis. A large electric light was seen near the ship, demonstrating that Mars is not devoid of electricity. Possibly, as a committee, they were sent in the air ship to investigate our planet, with a view for the inhabitants of Mars to leave their arid old dying planet and become citizens of the earth. BLUE MYRTLE.

1897 April 24 (Sat) Cannelton (Ind.) Inquirer, p. 1.

RIGHT IN THE SWIM. /

Cannelton is bound to keep up with the procession if possible. Heretofore there have been people in this town that saw ghosts, and some have seen snakes, but not till Friday night last did anyone see the airship. But early on that evening a crowd of reputable citizens saw a two-colored light moving slowly across the southern sky. They are sure it was not a shooting star, and it is hardly the season for balloons. If it was not the air-ship, what was it? We pause for a reply. Apr. 3--Arsp at Omaha. / 4, 10 Local ghost. 17, 4--Kansas arsp passed over Chicago. Has 1 advantage over its predecessors. It flies.

The mysterious airship has been seen in daylight in Illinois. If reports are half true it is a traveler from way back. One report from Indiana says an airship fell in a marsh near where some hunters were camped. In the morning only one wing showed above the mud. There is evidently a great deal of originality about some of these reports. 4/17 p.1--The supposed arsp turns out to be an electric light attached to a balloon sent up to advertise Troy.

1897 April 24 (Sat) Cannelton, Ind., Enquirer (Wkly), p. 2.

An alleged air-ship has been "hovering" over parts of Kansas and Nebraska for some time back at intervals. According to reports telegraphed from various points the machine is a "big thing" with a searchlight that sends a great bar of light whisking around the "canopy of night," so to speak, in a most bewildering fashion. Human voices are also alleged to have been heard dripping down through space, a drops of sound like hail or rain. The details of the "vision" are a trifle overdrawn but not altogether incredible. The last alleged appearance of the mysterious vessel was at Nashville, Ill., where a large red light appeared against a vast dark outline sailing against the wind. The fact that it sailed against the wind is regarded as proof that the machine was not a balloon. There may be "something in it," but from the bulk of information at hand it would seem that Max Munchausen has some very competent successors in our day.

1897 April 24 (Sat.) Daviess County Democrat (Washington, Ind.), p. 2.

An Odd Light Seen / Traveling Through the Air at a High Rate of Speed. / The Veracity of Those Who Saw the Mystery Is Unquestioned. / The Light Was Also Seen by a Score of Vincennes Citizens--Was It the Air Ship? / Saturday's Daily.

The much talked ~~xxx~~ about airship that has been flitting across the country for the past week or two was seen here early last night by a number of persons whose veracity is above suspicion.

The attention of those who saw it was attracted by a rapidly moving dull red light.

J.W. Miller, the well known stone cutter at Kelle and Dillard's monument shop, was one of the ~~xxx~~ persons who saw the strange light. He says the light was apparently about one foot wide and three feet long.

Mr. Miller and his wife and Miss Ida Stephens happened to be out in the yard at the time the peculiar light was seen. On account of the distance of the light from where they were standing they were unable to see any outline of the supposed airship.

They say the light traveled only a short distance above the earth and was going in a northwesterly direction. The light moved rapidly, about three times as fast as an ordinary paper balloon.

Mrs. W.F. Kelle and her little child also saw the strange light. The odd light was also seen at Vincennes last night. Dispatches from that city say it was at a great altitude and moved rapidly straight over the city. Such men as Col. M.P. Ghee, ex-Mayor Irving, Edward Watson, Thomas Eastham, Judge De Wolf, Scott Eason, Will Mason and others saw the strange aerial visitor in its nocturnal migration. Heretofore they have doubted the story of the air ship, but all now admit that seeing is believing.

Captain Smith of this city, also, thinks he heard the airship last night. The family were sitting around the fire when they heard a "buzzing" noise resembling a trolley. On going out it appeared to be up in the air, but nothing could be seen.

p.1. Very Hard to Believe / Linton--see Indpls. 1897 April 24 (Sat.) The Journal (Osgood, Ind.), p last p. 95 Apley J.1.

The Air Ship Discovered.

On Sunday night operator John Young caught a glimpse of the mysterious air ship which is sailing aloft in space with a rudder and a reckless passenger, and startling the natives who trod the soil underneath. On Monday afternoon, there being not a cloud to fleck the blue dome above, operator Beatty, of Milan, sent word to Will Kelley and agent Glendening that the albatross was circling around Milan, and that it had taken a due westerly course and was expected to be over Osgood within a few moments. Several pieces of smoked glass were broken from the windows at Mat Wymond's smokehouse to protect their eyes from the dazzling rays of the sun. Kelley rang up Wilson at Delaware, over the 'phone, to be on guard and he and Glen settled back and impatiently awaited the coming of the mystery of the present century.

They had not long to wait for Wilson excitedly exclaimed through the new telephone that it was so nearly "out of sight" there that it looked like an English sparrow or chippie bird. It was plainly seen here, and greatly resembled one of those "long John" cigars the one bus drivers, Singer and Arnold, generally present the depot force. A great many are lifted because Glen and Kelley kept the affair so quiet, but we think the aerial specter will hover around here as nothing is ever content to leave the place.

It is thought by most of the people who saw it to be the specter of ~~xxx~~ prosperity that was pictured in the Post recently, and that it will remain in thin air, self-supported in the atmosphere, until torrid weather and cyclones appear, when it will be swallowed up in the vortex and blown into space.

The first time this strange craft was ever known to land was down in Kentucky, where the lone operator stopped on terra firma near a well and drawing a bucket of water, boarded the machine and was off. In an incredible short time a dispatch told of the thing being in Omaha. / Foreman Finds It. / Special to the Journal by Wire.

Napoleon, Apr. 21.--The air ship settled on the farm of Albert Hicks, near this city at 12 noon, today. A paddle in the propeller became loose. It remained but a minute, and no one got near the object. / G. W. Foreman. 6.1. ghosts.

1897 April 26 (Mon afternoon) Logansport (Ind) D. Reporter, p. 5.

Did They See It?

Cy Graham and Harry Purcell are prepared to make affidavit that they saw the airship Saturday night as it flitted about the starry firmament. They say it beggars description and that they would not be surprised at anything after viewing the queer object of the air. Inquiry fails to show anyone else who saw the airship Saturday night, so Messrs. Graham and Purcell are unsupported in their statement.

Tues April 27, p. 3--Looked Like a Kite./That Airship Was Seen Again Sunday Night.

A drug clerk, a gent's furnishing dealer and a policeman saw the airship Sunday night as they stood at 10th and Broadway at 10:30. The drug clerk was describing its appearance to a small coterie of friends last night and after remarking upon the erratic movements of the red, white and blue lights, observed that it greatly resembled a kite. The gent's furnishing man backed up the assertions of his druggist friend till someone suggested that the compounder of medicines saw his own kite, though he does not often fly it on Sunday. Bedford, Ind, Daily Mail--Wed April 28 '97, p. 2--The best description of that mysterious nocturnal airship comes from a KC man, who says it "looked to him about as big as a beer glass."

May 6 p. 2--One swallow does not make a spring. It merely starts an airship.

The biggest and most persistent of the floating lies is the airship.

1897 April 29 (Th.) Auburn, Ind., Courier, p. 1.

Saw the Airship.

Between 8 and 9 o'clock last evening Chas. Fisher claimed to have seen the marvel of the age. It presented itself to him as having the shape of a cigar and was made visible by two green lights. At first sight it appeared to be nearing the earth, but before he could locate it again, it had vanished from his view. The sight was witnessed by a number of people from the north end.

22, p. 1. Explosion.

1897 April 29 (Th) Hancock, Ind. (wkly) Democrat, p. 1.

The Air Ship in Greenfield.

On Saturday evening last about 7:30 o'clock, several residents of East Greenfield, namely Miss Emma Stephens, Mrs. Geo. Johnson and children, and several other persons saw what is termed the air ship. It was near the filter of the Greenfield Paper Mill when they discovered it. It gradually rose to the height of about fifty feet when it sailed off to the northeast. A man could plainly be seen standing in the front in a boat-shaped basket. The air ship carried two lights, one at the head and the other at the stern. These people seen [sic] it arise from the filter and when up some distance it moved off at a very rapid gait. The people who saw the supposed airship are trustworthy and are to be believed. Two tramps who were setting [sic] on the railroad at the time seen [sic] the same thing when it passed over them, and they were so frightened that they ran up the track for some distance. There is something very strange about this supposed airship, as it has been seen in many parts of the country and no one has yet been able to get near it. The persons who saw it here described it in the shape of a boat with a house or small room in the center for the machinery. They could not see anything above it which led them to believe that it had a gas bag above it.

Mar. 25, p. 1. Venus is bright.

Th. Apr. 22, p. 4. The astronomers insist that what has been mistaken for an airship is simply the planet Venus, shining under varying atmospheric conditions. But this does not account for the wings which various veracious chroniclers insist that they saw flapping from the sides. Venus ought to behave herself better when she's out at night.

Franklin (Ind.) Democrat (wkly) April 23, 2nd section, p. 6. That mysterious object in the sky is nothing but the old ship Confidence loaded with prosperity. Now let's all keep still and see where she lights.

Hobart, Ind., Gazette. Fri. April 30, p. 8. Lake Station. Some of the Lake people have sighted the airship, or claim they have.

La Grange, Ind., Standard. Th. April 22, p. 4. Mongo.

Mongo, Apr. 19. ... Some of our citizens saw the airship Wednesday night.

Fairmount, Ind., Weekly Express News, April 30, p. 4.

Twinkle, twinkle little ship, that now doth through the heavens slip; a ad. balloon, a joke, a star--many wonder what you are.

May 7, p. 4. The latest intelligence of the movements of the air ship is that it landed in Fairmount at an early hour Monday morning last, and carried off the "citizens'" ticket.

1897 April 30 (Fri) Kentland, Ind., Courier, p. 1.

The Courier (Morocco Courier?) says that "two airships" were ~~xxxx~~ visible from Morocco one night last week, and that when last seen "they were hanging in the sky to the north-west of town, but in the course of half an hour gradually descended below the range of vision. When the people once thoroughly understand that these so-called airships are nothing more than hot-air balloons, or something similar, the subject will become a "chestnut," but not before. One cannot pick up an illustrated newspaper now-a-days without finding upon its pages a picture of an "air ship" descending into a field, while in the back ground may be seen the farmer's team leaving that locality ~~xxxx~~ at a rate of speed, which, while not as fast perhaps as the best record, is nevertheless unusually good for an ordinary farm team. If, added to the arduous task of keeping an eye out for covered cars, threshing machines and ~~xxxx~~ [?] agents, the farmer is compelled to pursue his labors with the ~~xxxx~~ unpleasant knowledge that at any moment, some devilish aerial contrivance is liable to ~~xxx~~ descend on his team and stampe it into the next township, while perhaps he himself has a leg pulled off, then his position in life is made doubly unpleasant.

1897 April 30 (Fri) White County Democrat (Monticello, Ind.), p. 1.

--Our Fair Oak correspondent gives an account of mysterious lights which have been floating over that neighborhood during the past week. The people up in that section of the country are not inclined to give much credence to the air ship theory, but rather incline to the belief that the phenomenon portends disaster of some kind. The ~~xxxx~~ Idaville Observer this week also gives an account of the same light having been seen floating northward between Burnettsville and Idaville. Within eight minutes after it was seen at Idaville it was sighted at Star City.

May 1, 1897 Indianapolis Sentinel (Sat.) p. 6

Resembles A Man

Strange Animal Seen in the Woods Near Sailor by a Farmer.

LeGrange, April 30.--The farmers living near Sailor, northwest of here, are considerably aroused over the appearance in the woods of a strange animal which resembles a man. It has been reported for the last two years that a mysterious animal was inhabiting the woods, but the reports were never credited until today, when Adam Gardner and Ed Swinchart, two well-known farmers, reported that the animal was seen and that shots were fired at it. The men report that the beast walked on its hind legs and had every appearance of a man, save the body was covered with hair. The height was that of an average-sized man. When the animal saw the men approaching it jumped and started for the thick portion of the woods upon its hind legs, but afterward dropped on its hands and disappeared with rabbit-like bounds. Gardner shot at the animal and thinks he hit it, as the animal seemed lamed. A searching party is being organized to hunt for the mysterious animal.

1897 May 3 (Sat) Logansport Daily Pharos, back p.

What It 'Tis / Robert Ray Saw a Strange Object in the Heavens. Robert Ray says that he was awakened at 1 o'clock yesterday morning to take a look at a strange object in the heavens. It appeared to be a ball of fire about as large as a cart wheel, and was moving from east to west in the northern heavens. At times it would seem no larger than a small, dim star, then burst forth again, giving off sparks like a rocket. When the brightest Robert says that it hurt his eyes to look at it.

Mon. April 26, back p.--What It Is/Kokomo Dispatch:--Allen S. Jackson, the tinner, has solved the airship mystery to his own satisfaction at least. It is not an airship at all, he says, but the long lost McKim boom of prosperity looking for a place to light."

1897 May 4 (Tue) Kokomo (Ind.) Daily Tribune, p. 8.

The Air Ship at Cassville.

The Air Car Takes Refuge in a Gravel Pit and Terrorizes the Natives of That Vicinity.

A Cassville correspondent writes:

"Mr. Edwin Shaffer saw the wonderful air ship about one-half mile west of Cassville at the Keller gravel pit Sunday night as he was driving home about 1 o'clock.

"Mr. Shaffer was driving a young horse that became frightened at the monster and could not be driven past it. As a consequence he had to turn around and go back.

"The ship was cigar shaped, forty feet long, handsomely furnished on the inside and the aerial craft was inhabited by a crew of foreign tongued midgets who spoke no English. Mr. Shaffer thinks the ship a wonderful piece of mechanism."

O. P. R.

May 13, p. 3--Rain of snakes in R. N. Y.

1897 April 24 (Sat eve.) p. 4 (Tribunes and Exchanges)

This Explains It All.

Agent of Main's circus this afternoon showed a telegram which explains the air ship talk. It is a real air ship advertising the Main circus and the ship managers were telegraphed in Clay county to land in the south part of Anderson near the circus tents, between 6 and 8 o'clock to-night.--Anderson Bulletin.

p. 7 or 8--Not an Air Ship.

Nor an air castle, but a fully demonstrated fact.... (adv. by Kokomo Loan and Savings Assoc., to save and thereby become prosperous.)

May 4--crazy about arses (Cincinnati story)

1897 May 5 (Wed.) Hartford City (Ind.) Telegram, p. 2.

Richmond Sees the Air Ship.

Several young men of Richmond who had a desire to fool the people rigged up a large kite Wednesday night and tied to the base several large Chinese lanterns so that it looked like an airship. There was a brisk wind in the evening and the kite ascended without great trouble being experienced. When it attained a height of several hundred feet the young men got into a buggy and drove northwest, holding the slender thread and of course pulling the "airship" with them.

Gas City Weekly Journal, May 14, 1897. Making Light of It.

The Tennessee airship has none of the red, green and yellow lights which lent a spectacular effect to the airship which six "reputable" men swore they saw land in a cornfield near Gas City. Nevertheless the fact is stronger than the fiction, if not so gorgeous.--Hartford City News. (April 9 issue missing.)

LaPorte Argus, Th. April 15, p. 1.

That night-sailing airship the Western papers are talking so much about has at last reached Chicago and several people have seen it. We imagine the La Porte people can see the same thing any clear night by looking to the west in the early evening. Whatever ~~xxx~~ they whether they see the airship or not will depend mainly upon what they have been drinking. The more sober they are the more likely they will be to call it Venus.

p. 4. It was very clear Sunday evening and the planet Venus was visible in the west in unusual splendor. It appeared as an airship to thousands of people, and although the story is getting old and stale the big papers have many telegraphic reports of it from all points of the country. One would suppose they papers would get tired of paying for and publishing such absurd trash.

1897 May 3 (Wed) Terre Haute Evening Gazette, p. 8.

Air Ship Seen. / Last Night About 8:30 O'clock.

"Last night," says one of the Gazette employees, who solemnly avers that the vision was not induced by strong ~~xxxx~~ coffee or mince pie. "I saw the air ship. It was first noticed by myself and friends at 8:30 and was plainly visible in the western sky for about ten minutes. It was several times larger than a star of highest magnitude, and was, in fact, nearly as large as the moon. It gave out flashes of light and slowly sank out of sight in the west.

May 8 p. 11--aerl nav article w info on Sacramento arsp.

Tues May 11 p. 3--Kite & Ar Sp. Aeronaut W.P. Dennis has 2 patent devices which he will bring out this summer. He has built ear kite & arsp; kite made to lift man w seat suspended below, & kite has windmill device to help lift, & can ascend several 100' with it, seeing enemy in time of war. The ar sp uses gas in cigar shaped balloon, w pedalled windmill device for forward motion. Has paddle wheel like

a steamboat's at rear, is made of bicycle tubing, & will be said dis-
 played in summer.
 McClure's Mag, June 97
 Th May 12 p. 1--(Cartoon--The Arap Again. Liquor bottle with corkcrew
 spinning from front and stem glass for-back, ashtray suspended under,
 carrying snake looking down:
 "Our respected citizen, Mr. Lately Lodgeman, on his way home from
 the club at an early hour this morning, declares he saw a strange obj
 in the heavens which he firmly believes was the arap. Mr. L is confin-
 ed to his house today and cannot be seen.--NY Jnl.
 1897 May 6 (Th.) Louisville Evening Post, p. 8.

Saw the Airship.
 MADISON, Ind., May 6 (Special.)--Reliable officers of the steamer
 Lizzie Bay saw the airship last night, going southwest, near Hamilton,
 50 miles above Madison. It was cigar shaped, with three lights, and
 sailing 35 miles an hour.
 Monticello, Ind., Herald, May 6, p. 1. The air ship so minutely de-
 scribed in last week's Idaville Observer proved to be a toy balloon
 sent up by some practical jokers at Burnettsville for the special
 purpose of exercising the Observer man's descriptive powers.
 1897 May 6 (Th) Martinsville, Ind., Republican (wkly), p.1. (card 1)

THE AIR SHIP STORY. / The Louisville Courier-Journal Almost Believed the
 Same Fake--The Popular Impression. /
 Last Thursday afternoon a stranger entered the Louisville Courier
 Journal and told a reporter that he had just returned from Evansville
 where he and a party of five had been on a pleasure excursion on the
 much talked of airship. The stranger even entered into details about
 the matter to the extent of saying that one of the passengers had been
 left at Evansville sick--that the ship was then concealed near Louis-
 ville and that he would convince the reporter of the existence of the
 aerial monster if he would be at a certain point in Louisville at a
 certain hour that night. He further stated that the party would leave
 Friday morning for Europe and would send a cablegram to the Courier
 Journal from London, Monday, May 3. The reporter kept his promise by
 being at the appointed place at the appointed time, but the stranger
 with the air ship in his eye was not there. He had probably found
 some other Kentuckian who was, perhaps, more liberal with the Blue
 Grass state's favorite drink.
 These facts would naturally impress one that the stranger in the
 Kentucky newspaper office was either trying to play a practical joke
 on a reporter, or was daft on the airship question. But reading the
 account given in the Courier Journal established the belief that the
 stranger "almost persuaded" the Courier Journal that he was telling
 them of something that was in existence. They made not a single state-
 ment that tended to cast doubt upon the stranger's story. They gave
 the facts for what they were worth, as they put it. They did not
 question the unbelievable speed required to carry the aerial party
 from Louisville to London, England, in four days and nights, in time
 to send a cablegram from the latter place to the former on Monday
 of this week.

The point of greatest interest in the whole matter is that the
 Courier Journal is but one of the many newspapers of the country that
 printed these fake airship stories and paid the correspondents for
 sending them in. The Courier Journal supported its failure to expres-
 doubt of this story by saying that several trustworthy citizens of the
 city had claimed to have seen the air ship. The fact that so many
 newspapers seemed to have so much faith in these wild stories led the
 Reporter to publish a story of its own on the same subject of general
 interest two weeks ago. That story was so labelled as to warrant any
 person in treating it as a "take off" on the numerous stories that had
 been read in other [newspapers]. The citizens of this town believed it
 and, when it was republished in neighboring newspapers, citizens
 of other counties believed it and journeyed to Wood Patch Hill to view
 the air ship. The fact is that too many persons believed it to allow
 it to be a good joke, as it was intended. The one consolation is that
 many persons in high places did not doubt the story of the air ship,
 as was the case in the Courier Journal office.
 1897 May 9 (Sun) Indianapolis Journal, p. 2. (repeated May 10, 6)

Sure It Was the Air Ship. / Special to the Indianapolis Journal.
 Seymour, Ind., May 8.--Last night about 9 o'clock the air ship,
 which was thought to have been seen here a short time ago by two of
 our truthful citizens, but which was doubted by a great many, was seen
 again and by so many that it cannot now be doubted. It approached
 our city at a rapid speed from the south. The alarm was immediately
 given and soon the streets were thronged with people. The night was
 so dark that it was impossible to see anything but the headlight.
 May 9 p. 13--Interview with Barnard
 14 Bones of sea serpent found
 May 14 p. 4 NYT down on B's arap.
 1897 May 12 (Wed.) Madison Courier (wkly), p. 2.

THE MYSTERIOUS AIRSHIP. / THE COURIER HAS THE LATEST STORY. /
 Captain Charles Betrens, pilot of the Madison and Cincinnati
 packet Lizzie Bay, while on duty at eleven o'clock last night, when
 the boat was opposite Hamilton, fifty miles above this city, saw a
 strange sight overhead, apparently a mile or two in the air. He at
 once concluded it was the airship, of which the papers he papers have
 had so much to say late. He therefore called Captain John
 Hamilton, master of the boat; Lul Duprez, the second clerk, and Mate
 Dock Bondurant, all of whom hastened to the hurricane deck so as to
 get the best possible view of the object. They describe it as a cigar
 shaped concern, having three lights, one at each end and one in the
 center. It was going in a south-westerly direction, apparently with

the wind, or at the rate of about thirty-five miles an hour. The
 officers gazed after it until it disappeared from sight. Whether or
 not it was the airship, which is said to be a circus advertisement,
 all unite in the declaration that they saw and were awe-stricken at
 the strange aerial traveler.
 Goshen wkly Democrat 4/21/97, p. 3: An Elkhart photographer is
 making the people of that town believe he has correct photographs of
 the air ship. And they think it is a fact, too.
 The Mail (Bedford) 4/22, p. 1. A Kentucky editor says: "The writer
 has been sampling all kinds of liquor lately, but so far has not been
 able to get hold of the air ship brand. However, as high as four
 moons have been visible on one or two occasions.
 1897 May 13 (Th) Terre Haute Evening Gazette, p. 2.

Kansas Snake / It Swallows Pigs and Chickens and Kills a Horse.
 Topeka, May 13.--The farming community around the town of Logan,
 in Phillips county, is in terror over the discovery of a huge snake
 that has been committing depredations there for the last few days. It
 was first seen last Friday on Crystal creek, and is thought to have
 ascended the small stream from the Solomon river during the recent
 freshet. A German farmer made the discovery. After losing twenty
 pigs, he found the trail of the reptile and followed it to the creek,
 where it disappeared. The next night he lost twenty more pigs, and
 was advised that a neighbor lost sixty chickens from the same cause.
 They instituted a search and claim to have seen the snake and shot at
 it, but it managed to elude them by crawling back into the water.
 On Sunday it killed a horse and the farmers reported the matter to
 the town people and asked help in subduing the reptile.
 A description has been forwarded here in order to determine the
 species to which it belongs. It is said to be fifty feet in length,
 green in color, with white spots on its body. It raises its head to
 a height of ten feet and makes a very wide track where it crawls on the
 ground.
 The facts in relation to the snake are furnished and vouched for
 by Bert P. Walker, postmaster at Logan and editor of the Logan Repub-

OHIO

1897 April 14 (Wed) Cincinnati Enquirer, p. 4. (card 1)

IN THE AIR / And on Earth as Well / Famous Airship Is Seen By Many Ill-
 inois People--Machinery Out of Order. / Special Dispatch to the Enqui-
 rer.

CARLINVILLE, ILL., April 13.--The much-heralded airship has been
 seen not only in its aerial flight, but on terra firma--in the northern
 part of this county. This city was much concerned this morning by
 reports coming in from various points north that a strange apparition
 answering to the description of the airship had appeared at different
 places Monday afternoon about 3 (7) o'clock. It descended in a field
 owned by E. Thacker, a mile north of Millwood. Three men--Wm. Street,
 Ed Tupper and Frank Metcalf--say that they saw it. After a period of
 45 minutes

IT SAILED NORTH.

The next notice taken of it was at Green Ridge, a little mining
 camp, where a large crowd of people saw it settle a mile north in a
 grove. They hastened to investigate, but as they got within a half
 mile it again rose and continued its northward journey. The C. and A.
 night operator, who was hunting near by, was close enough to discover
 a human being working about the machine as if tightening some loosened
 machinery. The spectators say it was shaped like a boat with oars ex-
 tending on each side and a top similar to the

CANOPY OF A MACHIN BOOTH.

It passed over the town of Sherman about 8 o'clock at the rate of
 35 miles an hour, and was last seen about 9:45 flying over Williams-
 ville north toward Peoria. The operators along the C. and A. kept a
 close watch of its direction and speed. The fact that it alighted
 twice in such small intervals of space leads to the supposition that
 the machinery was in some manner incapacitated. The whole country is
 greatly exercised over the event. /

MUNCIE SPEAKS UP. / SPECIAL DISPATCH TO THE ENQUIRER.

MUNCIE, IND., April 13.--Sylvester Oran (?), a resident of Avondal
 a suburb of this city, claims to have seen the mysterious airship this
 morning about 3 o'clock. He was called to go for a doctor, and on
 leaving his home he says his eyes were attracted by a bright light in
 the heavens. It moved swiftly from north to south, going at a great
 speed and vanishing in a few seconds. He bears a good reputation for
 veracity, and his story is believed. /
 Seen at Manchester. / SPECIAL DISPATCH TO THE ENQUIRER.

WABASH, IND. April 13.--The report came from North Manchester last
 night that what appeared to be an airship floated lazily over that
 place at a height of a quarter of a mile last evening. Several persons
 claim to have seen the headlight and watched the dark mass until it
 disappeared. The description of the machine corresponds with that
 given by the Western people who assert they have seen it.
 1897 April 15 (Th Morn) Cincinnati Enquirer, p. 1. (card 1)

SIX MEN / Seen In the Airship / As it Sailed Over Marion in Daylight.
 Alighted Near Gas City, But Again Ascended Before It Could Be Appre-
 hended. / SPECIAL DISPATCH TO THE ENQUIRER.

MARION, IND., April 14.--The much-talked-of air ship passed over
 Marion this afternoon about () o'clock about six miles to the south
 and apparently about a mile from the earth. It came from the northwest
 and veered around to the east. It appeared to be a cigar or boat
 shaped body with large wings. Six passengers were aboard.
 Strong telescopes made the color of the body visible and reliable
 citizens declare that it was of a brown cast, and that the wings were

white. About 7 o'clock this evening an object carrying a large light, apparently that of a headlight, was seen passing over Marion, coming from the east and bearing off to the northwest.

Prof. Alva Graves, Principal of the High school, with W.H. Sanders, editor of the Chronicle; Howard Roose, city editor of the Morning News; H.M. Elliott, an attorney, and your correspondent, went to the High school Observatory, where they have a telescope of the finest make, but when the telescope was placed in position the object had passed behind a bank of clouds, and could not be seen. / IN DAYLIGHT The Queer Machine Seen To Land Near Gas City. / SPECIAL DISPATCH TO THE ENQUIRER.

GAS CITY, IND., April 14.--About 3 o'clock this afternoon hundreds of the inhabitants of this city were amazed and startled upon looking into the heavens to see approaching from a northwesterly course what appeared to be an immense bird. As it approached it came nearer the earth, and the outlines of the flyer could be distinctly seen. It was in the shape of a cigar, and was propelled by broad canvas wings.

People rushed to the point where they thought it would land, but all were fooled. The airship, as it proved to be, lighted in a field on Roush(?) farm, ~~but the navigators~~ about one mile east of this city. Cattle and horses were terrified, and consternation reigned supreme. A rush was made for the Roush farm, but the navigators of the monster anticipated the move, and before the crowds reached the farm the mysterious airship was again in the air, going in an easterly direction.

Some of the best business men will vouch for having seen the ship, among them L.V. Seybrant and D.E. Conroy, of the Mississinawa Hotel; W.H. (Cut 1e), W.P. Carthwait, G.W. Villars, D.W. Cox, William M. Dunlap and others. /

ANDERSON PEOPLE / Claim to Have Seen the Strange Flying Machine Recently. / Special to the Enquirer.

ANDERSON, IND., April 14.--Fifteen or twenty Andersonians of good reputation claim to have seen the real thing in the airship line last night. It was hovering over the city, and those who saw it say there could be no further doubting. They were in the west part of the city. Ladies were called out, and the party watched the strange electric light until it disappeared in the northern mist. Parties in another section of the city, among them Deputy Clerk Pulton, state that they saw it early Friday evening.

1897 April 16 (Fri.) Cincinnati Commercial Tribune, p. 1. (card 1)

AIR SHIP CAUGHT IN CINCINNATI. / It Is Photographed for the Commercial Tribune. / ON EXHIBITION TODAY. / Old Trick of the Camera Explains the Hoax. / OTHER PICTURES TAKEN. / A National Joke That Is Growing Old. / SHIP'S TRAVELS YESTERDAY. / Seen in Illinois, Michigan and Lake Erie, in Towns Hundreds of Miles Apart. /

The airship has arrived in Cincinnati. It was photographed for the Commercial Tribune while in full flight, and is at this identical moment in the Commercial Tribune counting room, where anyone who wishes to look at it may do so.

The airship in the Commercial Tribune counting room may not be the only one on earth, but is as real as that which has been seen in so many different parts of the country by so many different people who do not own telescopes. It is a matter of record that not a single astronomer has seen the navigator of the air.

The correspondents of the country have shown a wonderful lack of cooperation. On one day the ship was sighted at Topeka, Kans., at Cartersville, Ill., and at Muncie, Ind., at about the same hour.

Photographs ad lib. have been obtained and exhibited as proof that the airship really had been seen.

The joke was getting a bit stale, so the Commercial Tribune decided to try a little camera manipulating itself.

The Wiley Camera.

For ways that are dark, and tricks that are vain, the photograph camera is peculiar. It can give a man any number of leads, can make him face himself, stand on his own head and perform a thousand curious feats, all by the simple changing of the focus, or the position of the camera.

The Commercial Tribune has a photograph of the airship. It is a genuine photograph, and copies of it may be seen on exhibition in the Commercial Tribune counting room. The negative has not been changed or touched in the slightest degree and it is a bona fide photograph of a real airship. The only apparent deception is that of distance. The airship looks as if it were a mile or two up in the air, whereas it was at the time of taking of the photograph just eight feet and six inches from the earth by actual measurement.

How It Was Done.

Two pieces of cardboard were cut out in accordance with the popular idea of an airship. These two bits of cardboard were fastened together by a bit of slate colored silk, which makes no impression on the photographic plate. The cardboard was rubbed with a lead pencil to dull its color, and the whole contrivance was hung by a bit of slate-colored silk to the end of a broomstick, about eight feet in the air and about the same distance from the camera.

Taking the Photograph.

The camera was pointed upward toward the sky so as to throw the top of the building next door (Col. Nelson's residence in Newport) well toward the bottom of the plate. At the same time the airship was swung into position so as to be against the background of the sky. With that infinite depth behind it, it looked as if it might be well up toward the sun. An exposure of a fraction of a second over the usual time was allowed for the ~~xxxx~~ vibration of the airship, so as to give the indistinct appearance that is noticed about any object at a great ~~xxx~~ height. By the simple shifting of the camera the airship could have been shown at any altitude desired by the photographer.

A Fine Negative.

The negative thus obtained is absolutely true. There is no retouching, no "doctoring" nor putting in of figures. Any photographer

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might have developed the plate, and the same picture, as reproduced above, would have been secured.

The process used is just the reverse of that employed by the truthful fisherman to prove the stories he tells of six-foot fish he has caught. In the case of the truthful fisherman the fish is placed a few feet in front of the camera by a colorless thread. The truthful fisherman stands ~~xxxx~~ about 15 feet to the rear, with his arm outstretched behind the minnow's head. When the photograph is developed the six-inch fish looks as big as the six-foot man. / Aeronauts Go Fishing.

The Mysterious Ship Found Anchored in Lake Erie. / Special Dispatch to Commercial Tribune.

Cleveland, O., April 15.--S.H. Davis, of Detroit, was in Cleveland today. He says he was out on his fish tug, the Sea Wing, Wednesday, headed for Cleveland Harbor, about 15 miles from the piers. The fisherman noticed a queer-looking boat about two miles away. Capt. Joseph Singler, master of the tug, and Mr. Davis agreed in the statement that it appeared to be about 40 feet in length. It had a cabin covering about one-fourth of the deck surface. A man dressed in a checked hunting suit and wearing a long, peaked cap, was fishing from the boat. He was apparently about 25 years of age. A woman sat at his side. A boy of about ten years sat at her feet.

As the Sea Wing neared the curious craft, to the amazement of those on the tug, a gaily decorated object which had been lying on a framework over the boat, was slowly inflated, and rose to the length of the ropes by which it was attached to the boat. It was a balloon, cylinder shaped, about 50 feet long. Slowly the boat rose into the air until it stood directly over the tug, about 500 feet from the water. It circled like a hawk for several minutes. Suddenly there was a splash in the water. A large swordfish had been dropped from the airship. The fish was stunned by its fall, and was picked up by Capt. Singler, and is now on exhibition in a tank at the fire tug, Cleveland, O.

After moving aimlessly about for a short time a sail was dropped from the air-ship, and then mysterious people were carried away by the high ~~xxx~~ wind.

Mr. Davis said the boat had a wheel similar to those on steamers. This, it is stated, acts as a propeller in the air, as well as on ~~xxxx~~ water. /

AIRSHIP'S TRAVELS. / Seen All Over Illinois and in Michigan. / Special Dispatch to the Commercial Tribune.

Carlyle, Ill., Apr. 15.--The airship was seen here tonight, going rapidly in a northeasterly course. It showed a number of red lights. / Special Dispatch....

St. Vernon, Ill., Apr. 15.--What is thought to be the mysterious airship was seen here last night by a hundred persons. Mayor Wells said it resembled the body of a huge man swimming through the air, with an electric light on his back. / Special Dispatch....

South Haven, Mich., Apr. 15.--The airship passed here last evening headed westward. It was cigar-shaped, and moved with remarkable speed. / Special Dispatch....

Hillsboro, O., Apr. 15.--A number of reputable citizens saw the airship here last night about 10:30 o'clock. Red lights were plainly visible. /

18, p. 16. How does a man feel the next morning after he has seen an airship, anyway?

A frightful drought is threatened in the West. The air is so full of airships that it can't rain.

20,4. The airship is now playing one-night stands in Minn., but has open dates after next Saturday.

If the arap keeps this up, the sea serp will register a loud & prolonged kick.

Isn't it about time for those people in the arap to come down and take a bath?

1897 April 16 (Fri.) Cincinnati Enquirer, p. 1 (card 1)

TALKING / Heard By the Citizens / As the Airship Passed Over Dunkirk --Seen at Casstown and Other Places. / SPECIAL DISPATCH TO THE ENQUIRER.

DUNKIRK, OHIO, April 15.--An airship passed over this place about 4 o'clock this morning. It is supposed to be the same one which was seen in Marion, Ind., yesterday evening. It was going in an easterly direction, and when at the eastern part of the city it was within 300 feet of the ground.

It was seen by Willis Mahon, the Marshal, railroad tower man and several prominent citizens. When passing over these gentlemen they could hear several men in the airship talking very loud, but could not distinguish what they were saying. From what could be seen it resembled a wagon bed with large wings extending on either side, and looked to be large enough to hold at least a dozen men. / FARMER SCARED / When the Air King Sailed Over to Jig Time. / SPECIAL DISPATCH TO THE ENQUIRER.

CASSTOWN, OHIO, April 15.--This morning James McKenzie, a well-known farmer living about a mile north of here, came to town with a startling story about the airship. Mr. McKenzie is entirely responsible. His story is that about 8 o'clock last night, while engaged in feeding his hogs, he was startled by a strange noise not unlike the passage of a flock of geese. Upon looking up, he further says, he saw what at first appeared to be a huge bird headed in a southwesterly direction.

He distinctly saw the wing-like object by which the supposed airship propelled itself through the air, and noticed what appeared to be a large rudder. The ship was moving quite leisurely, and Mr. McKenzie avers that a sound like that of distant music accompanied it. The object was ~~xxx~~ not more than 150 feet from the earth, and but for the gathering dusk he believes he could have seen its tenants.

One of his neighbors heard the strange sounds at the same time, but did not get to see the great modern air bird. As the farmer had not read anything about the alleged airship said to be travelling through space, he was on the lookout for nothing of the kind, and now since he has heard of the airship, he is of the opinion that it was the object he saw last night over his farm.

As the thing disappeared he says he heard a sound very much like a human voice, and something large and white seemed to leave the ship. A party will leave this village to-day to look for the supposed message which is expected, if found, to reveal the identity of the air king and its people. / Seen in Portland.

PORTLAND, IND., April 15.--Several citizens claim that the mysterious airship passed over Portland last night, and that the lights were plainly discernible. Some claim to be able to give in general its outlines, and their description is in accordance with that which has been telegraphed from a number of places. 1897 April 17 (Sat) Cincinnati Enquirer, p1 (card 1)

STRANGER / Seen in the Heavens. / Many Responsible People Declare It an Airship--The Whole Country is Excited. 7 SPECIAL DISPATCH TO THE ENQUIRER.

Bloomington, Ill., April 16.--A number of reports of airships seen this evening have been received, and are occasioning much wonderment in Bloomington. The telegraph operators at Rankin and Arrowsmith Stations on the Lake Erie and Western Railway, east of Bloomington, reported about 7:30 p.m. that about dark an airship had hovered over the town and set out in the direction of Bloomington. Soon after this the crew of an Illinois Central train from the north arrived in the city. Conductor William Wamsley, E.M. Carter, Superintendent of Bridges, and Mr. Adamson, Chief of the Illinois Central, reported that while the train was at Woodford Station, near Minton (?), about 8 o'clock, they saw an airship at great altitude and going west or north-west.

A few minutes later a passenger train of the Illinois Central arrived from Chicago. The mail agent on the train, J.P.W. Eson, of Bloomington, and William Black, train baggage man, asserted that they saw a gigantic aerial boat sailing westward while they were between Barnes and Marna Station in this (McLean) county. Others on the train declared that they also saw the airship. It was flat, of apparently perpendicular form, and carried red and white lights. Robert Hitch and family, who live three miles south of Elpaso, saw an airship in the heavens between 8 and 9 p.m. yesterday.

UNQUESTIONED / Is the Veracity of Those Who Saw the Mystery. / SPECIAL DISPATCH TO THE ENQUIRER.

Vincennes, Ind., April 16.--More than a score of citizens of unquestioned veracity saw some strange body passing over the city early this evening, which they think was the mysterious airship. It was at a great altitude and moved rapidly in a southeasterly direction, straight over the city.

Such men as Colonel M.P. Chee, ex-Mayor Ewing, Edwin Watson, Thomas Eastham, Judge DeWolf, Scott Emison, Will Mason, and others, saw the strange aerial visitor in ~~the~~ its nocturnal migration. Heretofore they have doubted the story of the airship, but all now admit that seeing is believing.

/PROF. BALDWIN / Says Venus Distorted May Explain the Heavenly Mystery. / SPECIAL DISPATCH TO THE ENQUIRER.

Cairo, Ill., April 16.--The famous airship made its appearance this evening about 8:30 over the western horizon, and was seen by scores of people. Its description corresponds with that given from a number of places.

Prof. Baldwin, the Arctic explorer, now connected with the Weather Bureau, watched it attentively, and discovered that it was the planet Venus. The air strata and smoke over its face as it hung a few degrees above the horizon distorted its appearance, and as it set it appeared to slowly float away. Prof. Baldwin believes this to be the original airship that has been so much talked about. / A Signed Statement. / SPECIAL DISPATCH TO THE ENQUIRER.

Birmingham, Iowa, April 16.--W.H. Walters, a respectable citizen of this place, has published a statement over his own signature, claiming to have seen the airship light in a field one mile from town. He saw two men in the car.

April 14, 1897 Cincinnati Commercial Tribune (Sun.) p. 20 (card 1)

Was Plainly Seen
The Airship Attracts Widespread Attention.
Takes Peculiar Forms
As It Is Observed from Many Standpoints.
That It Was Picturesque
And Grotesquely Weird All Agree--How the New Fad Appeared to Many Cincinnatians.

The flying machine has passed over Cincinnati. This startling statement will come as a surprise to possibly 200,000 of the Queen City's sleepy inhabitants; but the other 200,000 will be glad to testify that last night between 12 and 1 o'clock the strange aerial boat which has become famous of late, was seen passing over the city. Most of them saw it, or something strange in the sky, and from the best authority obtainable, the Commercial Tribune prints this morning full descriptions of the new wonder that is startling the continent.

As the sun went down Thursday evening and the busy city prepared to enjoy itself for a few hours before taking its nightly rest, nothing

seemed to indicate to the thousands of human beings who have read of the weird western visitor, that it would pass that very night over the Queen City, and that the trip would be witnessed by thousands of men and women. Unlike the city's other distinguished visitor, W. J. Bryan, the vessel did not stop off and take supper. It is not a candidate for anything, it may be said in passing, save popularity and the free coinage of gas.

Felt It In the Air.
Later in the evening several people who are in the habit of having premonitions, declared that they felt that things were going to happen and some went to their homes in order to avoid their creditors in case an earthquake threw them together in an indiscriminate mass. Their predictions came true at precisely 12:36 by the City Hall clock, which had gone to sleep an hour earlier.

Several days ago the flying machine was "spoken" near Sandusky, and it was observed then that she was headed for Cincinnati, with a look of get-there-or-bust in her electric eye. She got there. And it did not bust.

Suddenly there appeared in the clear, quiet sky a small, brilliant light, moving at a rapid rate toward the south, and flying about half mile above the level of the Ohio. It increased in size, and, almost before the astonished onlookers could determine what they were gazing upon, it passed over the city, its great wings flapping silently in the air, its speed at least thirty miles an hour, and the sound from a triple expansion engine came from its vitals. As the thunderstruck and excited Cincinnatians looked up they all heard voices above them, and laughter and songs were also wafted down to the inhabitants. Then the great ship of the air was gone.

A number of well-known citizens were interviewed in the latest improved style early this morning, concerning the vessel, and although their descriptions differ somewhat, it is evident that they all saw something unusual in the sky last night.

"I was just about to turn in," said Mr. Toots Jordan, "and was looking at the evening star 'ere I dived into the bed, when my attention was attracted to a most remarkable thing which was sailing over Clifton in a southwesterly direction. As it came closer I saw it was a cigar-shaped affair, with a long, tapering Havana filler rudder. A man was encased in the shell, his arms and legs hanging out, the latter working a propeller by means of a bicycle attachment. He held a lantern in one hand and seemed to be afraid that he would not reach his destination on time." Before I could hail him he was out of sight. His lantern showed eighteen different color lights. I counted that many before the thing got away from me. It was a thrilling sight."

Tom Logan, the tailor man, is also one of the prominent Cincinnatians who insists that he saw the airship. As to the time Tom says it is not--time never cut any figure with him anyhow. He declares he saw it what at first he supposed to be a balloon sailing over the Gibson house. Upon closer observation the thing took on the form of an immense tailor's goose, to which was attached an apparatus at one end much resembling a revolving feather duster while at the other was a large pair of scissors, which seemed to cut an opening through the air for the flying what-is-it. Tom was looking for somebody yesterday to tell about his remarkable discovery, when he stumbled in to a Commercial Tribune reporter. To the latter he agreed to say not a word for fear that the great airship "scoop" would be spoiled.

Mr. Tom Sherlock also witnessed the flight of the stranger, but his idea of its shape and size was radically different from Mr. Jordan although seen almost from the same view.

"To a sausage-shaped balloon," said he, "was hung a most peculiar affair. I never saw anything like it before. It was a twisted, tapering pipe, with a beak or bill as long as one my friend, Judge Baker, once presented Dr. Wise, of Covington, for some legal advice--you will remember it. In the handle of this peculiar vessel sat a man holding on for dear life to a rudder, and steering the thing through the atmosphere. As the machine passed overhead a horrible squeak issued from its mouth, as if all the steam in the city were escaping through it. I hastily grabbed a field glass, and with its aid was able to read, printed in large sea-green letters on the side of the sausage-shaped balloon the word "Canis," which is Latin, I believe. It was a rather strange experience, and I own I was unnerved for an hour after. It was exact 12:37 when the ship passed in the night."

Now, who would have thought it? Colonel Rud Wilhelm Gruber also declares unhesitatingly and without reservation that he saw the airship it was precisely 12:36 a.m. He is positive as to the time, because that is the exact minute on April 16 that the light in his 10 3/4-carat diamond is scheduled to go out, and it had just ceased to flicker. The Colonel had been over to spend the evening with his friend "Norry" Moses, and was on his way to his new home on Lexington avenue, Avondale when he was attracted by something startlingly unusual in the sky. It appeared to be a volume of white, fleecy clouds cutting up all sorts of didoes. The peculiar thing seemed to come directly toward the Colonel, who stood as if transfixed gazing upon what he thought to be an apparition. It came so close that its outlines could be easily discerned. There was no doubt as to what it was. The Colonel had seen it before, and ought to know. It was nothing more nor less than an up-to-date skirt dancer in all its glory out for sport. But it had wings made of twenty-dollar bills, which it used in its most wonderful gyrations through the air. It did a combination of hootchy-cootchy and waltz dancing that simply stunned the Colonel. And as he was figuring on what Jim Fennessy would give for such an attraction the gauzy thing rose majestically into the air and sailed away over Louie Prixione's house. And then the Colonel looked for the keyhole in the front door of his brand new residence.

A Strange Visitor Indeed.

At 12:36 3/4 Hr. Stanley Ferguson declares he observed the nocturnal visitor, and his description of the affair is even more vivid than the others.

"I saw it plainly, as if it was broad daylight," said he, when asked about the matter. "It was nothing more nor less than a huge lobster, bigger than 10,000 Fitzsimmons, and with eyes like a dragon. I counted 25 people astride the thing's back, and they all sang topical songs as they buzzed through the air. The flying apparatus was a wonderful contrivance, too complicated to describe. A grind organ, to which was attached a monkey, made music also. I called up to them 'Just tell them that you saw me,' and they shouted back, 'There'll come a time some day,' then the machine disappeared. I think it was made of rubber, glue and asphalt. It looked like it."

Doorkeeper Robert Archibald probably had the best view of the monster affair. And, as there was no session on 'Change yesterday, he came all the way in from Oakley to tell about it. Bob is president of a building association that meets every Thursday evening in Madisonville. It was on his return from the meeting Thursday night that he saw what at first he took to be some terrible phenomenon. The meeting had lasted a trifle later than usual, and it was well toward midnight when he started to drive home. He first heard a peculiar churning sound in the air, and then he saw a bright light in the heavens. Greatly alarmed, he looked up and could plainly see the outlines of the airship. It had large paddles that were revolving rapidly, like wings, and which had caused the peculiar sound he heard. Its motion seemed to be directed by a pair of paddles in the rear, and altogether, Bob says, it more resembled a large bird than anything else he can think of.

Thought of Footpads.

O. G. Fetter thinks he saw the remarkable heavenly body about half an hour later almost directly over his home in Maplewood. To him it looked like a giant man swimming through the air, and with great electric lights for eyes. He was much alarmed at first, for there have been a number of holdups out in Hillcreek Valley of late. Mr. Fetter himself was a contemplated victim, but he bested the two villains who attacked him. He at once came to the conclusion, Thursday night, that he was to be the victim of another attack, but from a source that rendered assistance out of the question. He realized that his good right arm was of no avail in combatting this heavenly footpad, and was almost paralyzed when it occurred to him that this was probably the mysterious airship he had been reading about.

William Marret, the coal man and erstwhile president of the Zoological Society, probably had the most peculiar impressions, however. He had been out a trifle later than usual, attending some social function, and was hastening home, with a mind at peace with all the world, when he heard strange noises coming out of the north, as of a myriad of wings beating the blue ozone of heaven, and mingled with it creakings and groanings. Looking upward, he described a bright light in the sky. As he looked intently he saw beyond the bright light the outlines of what resembled an immense tugboat, but with great wheels on the sides instead of at the stern. The rudder, too, was unlike any he had ever seen. He was overcome with surprise, and his mind became so confused that he imagined the birds and animals at the Zoo had formed a combination, turned the carnivora into an air boat, stolen the electric light plant and started out on a tour of the world. The object was still in view when he entered his home, and he was able to sleep but little for wondering what it was. Not until he read the account of the presence of the wonderful airship did it occur to him what he had seen the night before.

Gave Warts the Blues.

"Imagine, if you can, a huge champagne bottle as big as a house," said Walter Cameron, in describing his view on Price Hill of the strange vessel, "with wings as big as those of a good theatrical angel and swinging below it a huge basket. That is what the flying machine is like, I tell you. It passed within fifty feet of my head, and I felt its hot breath upon my brow. It was exactly 12:34 when the thing slid over the city. Yes, I am quite sure of the time. It gave me the blues, that flying machine did, for I wanted to invent it myself."

Passenger Traffic Manager D. S. Edwards, of the C. H. & D., when questioned about the airship mystery, gave a strange story. He has a way of getting up at his Walnut Hills mansion with the sun, and puts in an hour or so while breakfast is preparing in sprinkling his lawn. He says that yesterday morning he was out and was struck with something that seemed to be floating in midair.

"I thought it was a cloud," said he, "and did not pay much attention to the object, but after reading the Commercial Tribune this morning, I jumped at the conclusion that I had spied the airship of which we have heard so much."

Assistant General Passenger agent Warren J. Lynch, of the Big Four, said that two or three of the men connected with the passenger office volunteered the statement that they had noticed something unusual in the heavens yesterday morning, but gave the latter little attention until a discussion arose later in the day, and then all came to the conclusion that they had seen something of the mysterious air monster that has been attracting so much curiosity everywhere during the past few days.

A Tremendous Tray.

Judge Joel Baker, of Covington, was the only witness across the river who could state what he saw, and that was because he happened to be on this side when the vessel passed.

"It was shaped exactly like a tray," said he. "An oval, flat affair, with wings out every few feet, all flopping at once. There was a steam calliope aboard, and some one was doing a song and dance. I thought I was dreaming at first, until a railroad sandwich was dropped overboard and blinded my eye. It was the biggest tray I ever saw. No

walter alive could have carried it. It was 35 minutes after 12 when I observed the flight of the aerial navigator."

Passenger Traffic Manager E. O. McCormick, of the Big Four Railroad, yesterday morning blew in from Gotham on the Southwestern Limited. With him was General Manager C. B. Schaff, who went out into Indiana to look after a bridge. Mr. McCormick, while in the east, says that he read the stories of the strange airship's appearance in the clouds, and he did not believe that there was anything tangible in the reports until he awoke yesterday morning. He says that he was standing on the rear platform of the last car of his train looking out over the country. Something possessed him to look up over the heavens and he saw a queer-looking object floating apparently a mile or so high.

"I looked at the object closely, but was unable to make much of what I saw. I rubbed my eyes and was still uncertain. To satisfy myself I went back into the car and got out a pair of opera glasses I had bought in New York. I drilled these glasses on the object and was astonished, for revealed to me in clear outlines was a moving ship with huge wings of fans. The ship was no doubt moving, but I could not see any one. I called Mr. Schaff's attention to the matter, but he only ridiculed me and refused to investigate. It may be that my head was turned by the Dave Martin dinners, but I swear my life on what I saw being an airship of some description. The ship must be travelling very rapidly to cover the distance it does in so short a time."

Bancroft's Story.

While the stars were blinking in the sky which roofs the select suburb, Norwood, Frank Caligula Bancroft stopped poring over the schedule and figuring how he could give 18 players a lower berth in a sleeping car which contained only 12, and worrying about the milk bill due on Monday, and commenced humming that old ballad: "Where Is My Dog Tonight," when he chanced to look through the hall window, in which the blinds were not drawn. The hired help had taken the curtains down to be laundered, and Bancroft had tacked an old newspaper only over the lower frame in order to screen himself from the public gaze.

These preliminaries give an idea of the clear, unobstructed view of the heavens afforded through the upper sash. Bancroft was trying to figure on the location of the Big Dipper while looking out of the south window, when he suddenly noticed a long, oblong body floating through space. He stopped thinking of the dog and antitobacco testimonials flashed through his mind.

The object grew larger, and by the time Bancroft had stepped to the veranda he noticed that it was an airship. The machine was headed directly for his lot, and, becoming alarmed, the baseball manager lighted a lantern, drew over the globe the leg of a red stocking of some big game player's uniform, and, standing close to his coop of high-priced but nonlaying chickens, he waved the danger signal frantically. Two blocks away the midnight trolley car stopped with a crunch, but the airship sailed on and on. The engineer of the aerial motor cast anchor in a neighboring tree, and, after inquiring if the spare man in the gray moustache and shirt sleeves would blaze the way to the house of one F. C. Bancroft, the baseball man replied that he would sign the pledge at once, if the stranger would only take the thing away. Promise of Sunshine.

But it was a peace mission which brought the strange navigator. He came direct from the Agricultural Department at Washington, and was sent by Chief Weather Man Willis Moore. Moore apologized for the speck of bad weather, and explained that it was all due to an inferior Democratic clerk, who mixed up the Ohio Valley and New England orders—the Buckeyes rain and the Puritans sunshine. Even civil service will not save the clerk, the airship man explained, and future entertainers at the Cincinnati Ball Park will not have to be taken with "water on the side."

All Norwood, and as far in as O'Bryonville and as far out as "Ar Duffy's and Oakley, are talking about the airship this morning.

When "Duck" Baving went out late Thursday night to take a look at the sky, to see if rain threatened to stop another game, he noticed, far away to the east, a queer, cigar-shaped object high up in the air. At first he thought that it was a sunspot, left over from the day, for sunspots are always numerous during a season of protracted humidity. The object became larger and, after watching it for a while, Baving looked at it through a pop-bottle. With the aid of this lens he soon discovered that it was an airship. Five minutes later he could discover the outlines of a man steering the contrivance, and then he noticed a trunk, on which was printed in large letters:

"T. CORCORAN, New Haven, Conn."

Hastily calling Tommy up by long distance 'phone, the Reds' captain was delighted to learn that the recalcitrant shortstop had suddenly determined to sign a contract when he discovered that the salary term had started. Being anxious to join the team as quickly as possible, he had embarked on an airship which had just been perfected by a New Haven genius who made a fortune in wooden nutmegs and dissipated it seeking to discover perpetual motion. Failure drove him to despair, and while his reason was tottering he contrived to dodge the madhouse long enough to build an airship. Tommy discovered the invention while chasing a fly ball for a New Haven amateur club which had dropped down the chimney of the inventor's workshop.

Soared Over Columbus.

Seen Just Below the Clouds in the Early Morning.

Special Dispatch to the Commercial Tribune.

Columbus, Ohio, April 17.—The airship has struck Columbus. It was soaring high above the city just under the clouds, and it had two or three red lights.

1897 April 18 (Sun morn) Cleveland Plain-Dealer, p. 1.

THAT AIRSHIP AGAIN. / This Time It Is Seen by Some Upper Sandusky Young Men Who Were Going Home Early in the Morning. / -Special to the Plain Dealer.

UPPER SANDUSKY, April 17.--What appeared to be an airship of huge dimensions was observed by E.T. Kenan, clerk in Supervisor Shineman's office, at an early hour this morning.

Mr. Kenan, with a party of other young gentlemen in this city, attended a country dance and were on their way home. One of the party on looking to the northwest at a shooting star was thrilled by the sight of a brilliant object in the heavens. The party was alarmed at the sight. Finally Mr. Kenan suggested an airship and the party at once felt at ease.

The object was watched for fully half an hour as it seemed to gradually approach them. When it got near enough the lights were of very bright purple, yellow and green. The night was rather cloudily, but by the time the young men reached town the moon was shining and the outline of the huge airship could be traced. It was about forty feet in length, of the shape of an auger and had huge wings like a sixteenth century windmill. At one time it made a dive to the earth, but soon recovered itself and passed to the north and was soon lost in the darkness. It is the talk of the town today and but for the young men's standing in the community would not be believed.

1897 April 19 (Mon) Cincinnati Enquirer, p. 5.

TALKED / With the Airship Man, But He Would Not Answer Them--Latest Chronicle. / SPECIAL DISPATCH TO THE ENQUIRER.

Lexington, Ky., April 18.--George Alverson, a butcher, and Alex Oxford and Charley Hunter, railroad men, claim to have seen the much heralded airship and to have conversed with its lone occupant. They say that they were walking on Manchester street, near the Cincinnati Southern trestle, last night, when they were startled by a strange whirling noise overhead. It was near 9 o'clock. Through the darkness the machine made a rush earthward, settling in a vacant lot about 200 yards from where they stood. They hurried toward the vehicle of the clouds, but were met by a stranger some 40 years old. He had just emerged from the machine and had in his hand a bucket, which he filled with water from the springs nearby where his machine rested in the blue grass. Supplied with water, he reentered the car, and I, declining to answer any of the questions put to him by the three men, he sailed away in the direction of Richmond. Alverson describes the machine as looking like a large winged spider. The body was cigar shaped and had a

dull lead color. The three men are reputable citizens, and their stories were so generally believed as to cause those who heard them last night to sit up later than usual, hoping that the airship might return. / BOTH SAW IT. / And Both Are Certain That It Was an Airship. / SPECIAL DISPATCH TO THE ENQUIRER.

Paducah, Ky., April 18.--Mr. George Langstaff, Jr., member of the firm of Langstaff & Orme, lumber dealers, and one of the most prominent men in the city, stated to The Enquirer correspondent that he and his wife and Mr. Isaac Quigley, one of the best known lawyers in the state saw the airship last night at 9:30. Editor Starks, of the Metropolis (Ill.) Journal has also written a description for The Enquirer correspondent of the ship which he saw last night an hour later below Metropolis. Both are gentlemen of unquestioned xxx integrity and both say that by no possibility could it have been a star.

April 20, 1897 Cincinnati Commercial Tribune (Tues.) p. 2

Hovered Over the Town Citizens of Cochransville, Ohio, Make Affidavit That They Saw an Airship. / Special Dispatch to the Commercial Tribune.

Sistersville, W. Va., April 19.--Since the newspapers have been chronicling the movements of a mysterious airship the people of the old metropolis have been watching for it. Tonight about 9 o'clock a mysterious light was seen approaching from the northwest, gliding along until directly over Cochransville, Ohio, when it slackened speed and rested, flashing lights, red, white and green.

An examination with strong glasses left the impression of a huge cone-shaped arrangement 100 feet long, with large fins on either side. The lights seemed to be in only the one end.

After standing twenty minutes, it floated away to the southwest.

1897 April 23 (Fri eve) D. Sentinel, Bowling Green, O., p. 1.

Speck Has 'Em Too.

It is certainly no fake, but a grand reality. The various reports hailing from San Francisco, Cal., St. Louis, Mo., Detroit, Mich. and other places of the appearance of the air ship visitor, is farther confirmed by its appearance in the vicinity of Pemberville, having been seen on last Thursday night at about 11 o'clock, by a company of young people returning from a party. It did not appear to be at a xxx very great altitude, as its general outline was plainly visible, xxx having the shape of a short, heavy cigar. An exceedingly brilliant light, like the improved headlight of a locomotive, illuminated the anterior portions of it.

The beholders were struck with majestic awe at the graceful, moving vonder, and this awe was intensified into breathless, reverential silence when the suddenly far distant notes of a cornet could be distinctly heard emanating from this--one of the greatest wonders of the 19th century. The ship moved to the southeast and was visible about 15 minutes and was then lost sight of, disappearing amid the clouds.--Pemberville Leader.

1897 April 25 (Sun) Cincinnati Commercial Tribune, p. 10. (card 1)

No Mistake This Time / Reputable People See the Airship. / Was Probably a Balloon, But It Dropped Mr. Remme a Message. //

The airship that has visited several states and has startled people all over the country passed over Newport, Ky., Friday night at 8:30 o'clock, and was plainly seen, so declare several reputable citizens. Not only was the ship plainly seen, but its passengers communicated with the citizens, a message being dropped from the clouds and found in the rear yard of Mr. Charles Remme's residence, at 22 West 3rd street. The message was written on a small linen bag, which was filled with sand, and was as follows:

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

"CAPTAIN PEGASUS."

The message was displayed yesterday on the streets of Newport by Mr. Remme, who is a manufacturing jeweler and a brother of Cashier

Edward Remme, of the German National Bank. Mrs. G.T. Pilling, of 20 West 3rd street, stated that she was sitting on her front porch Friday evening when she saw a light in the west that seemed to be moving about but she thought nothing about it until it began coming nearer. She says she watched it until it passed over her house; that once or twice she started in the house to get a pair of large field glasses, but she was afraid it would be gone before she could get back. She stated it was the shape of a cigar and was very long.

Mr. Ezra Van Duzen stated that he saw the light coming from the west, but did not suppose that it was an airship, but kept watching it until it came near enough to be seen very distinctly. He then called for Mrs. Remme and her daughter, Miss Lucy Remme. They, too, with Mr. Van Duzen, watched the light until it disappeared over their house, when they ran through to the rear yard to again watch it. Just as he got into the rear yard they heard something heavy drop near them, but in the darkness they could not see what it was, but spoke of it among themselves. The statement made by Mrs. Pilling and Mr. Van Duzen was corroborated by several other persons. Mrs. Remme arose early yesterday morning, and remembering what she had seen the night before, went out in the rear yard to see if anything had fallen, and there found this bag of sand and the message. There was a small break in the bag in two places, showing evidence that it had fallen a great distance. The seeing of the airship and the communication received from the aerolists was the sole topic in Newport yesterday.

Drops Things Now. / Does the Mysterious Airship--More Queer Antics.

The airship discoverers from out of town districts have taken a new steer. The heavenly travellers, according to those veracious chroniclers, have taken a turn of a sudden to dropping things from their lofty aeromotor. This propensity, like the original man story, has come from all quarters simultaneously, and is enumerated in detail with such remarkable accuracy as to leave no doubt in the minds of any as to its truth or falsity.

Dupont, Ohio, reports a man who followed the vessel of the air, and came up with it just in time to see it rise and fly away. But he found a note from the crew saying they had travelled 4,000 miles and were going to find the North Pole.

Despite their assertions the atmospherical bugbear is next seen at Newport, south of Dupont, although in the meantime Lorain, Ohio, gets a glimpse of the thing and finds a note giving a detailed statement of the origin, navigation and destination of the bird. It would seem that for North Pole voyagers the navigators have either lost their compass or success has turned their heads.

And from Lorain yesterday the next stop in the North Pole journey was Chattanooga, where some of the good people, gifted with second sight and things, saw the cigar-shaped monstrosity late yesterday evening making for the North Pole in a due so-sou-west direction as if the helmsman thought the longest way 'round was the shortest way home.

1897 April 25 (Sun) Cincinnati Enquirer, p. 9. (card 1)

AERIBARQUE. / That's Its Official Name. / A Lancaster Gentleman Saw the Airship. / And Had a Talk With Its Chief Engineer. / Gave Him an Enquirer to Cheer Him on His Way. / And Also Closely Inspected the Weird Machine. / Details of a Stranger Story Than That Related of the Flying Horse in the Arabian Nights. / SPECIAL DISPATCH TO THE ENQUIRER

LANCASTER, OHIO, April 24.--A gentleman who is prominent in this city and well-known throughout the state, but who positively declines to permit the use of his name, lest his friends should accuse him of "hitting the pipe," stated to the Enquirer correspondent today that he had not only seen the much-bruited airship, but had pretty thoroughly inspected it, as well as conversed with one of its occupants.

His story, which he told in all seriousness, is a remarkable one, and argues either that he saw what he describes or possess an imagination which ought to insure anyone a fortune.

"A few evenings since," said he, "I was on my way home between Baltimore, in the northeastern part of the county, and this city. It was between 8 and 9 o'clock. My horse, a very quiet one, suddenly exhibited signs of both fear and distress, and became greatly excited. On looking about for some explanation of the animal's unusual conduct I saw slowly descending into a field near by an object which looked a large or larger than a full-grown elephant. Fore and aft it carried brilliant white lights, which illuminated the country for considerable distance like a pair of electric globes.

"By this time I had become as badly rattled as my horse, and from the whirring, hissing noise of the descending object I expected to be

a terrible crash when it struck the ground. You can judge of my further surprise when I saw it come to the ground not a hundred yards distant without concussion or even a jar. In the scintillating lights, which still continued as brilliant as when I first noticed them, I saw the forms of two men, and heard them conversing in

AN UNKNOWN LANGUAGE.

"To my startled and abnormally enlarged vision, the aerial visitor, as it stood in the open field, looked as large as a barn. My first impulse was to whip up my horse, which had quieted down somewhat, and get out of the neighborhood. On further reflection, however, I concluded not to do so. Instead I drove to a near turn in the road beyond a thick growth of underbrush, where, out of sight of the machine, I securely tethered my horse, climbed the fence and went back to reconnoiter.

"I must confess that it was with considerable trepidation I approached the thing, and was soon face to face with the airship and its occupants, and in conversation with them. One of them was clearly a foreigner, and it struck me that he was a Japanese, or belonged to some other Oriental race.

"He was apparently willing to talk, but his language was unintelligible to me. The other was an American, or, if not, then an Englishman, judging from his accent and pronunciation. He talked excellent English, at all events, and evidently explained to his companion that I could not understand him. At all events the foreigner addressed me no further, but from time to time asked the other a question and once or twice seemed

HIGHLY AMUSED AT HIS ANSWERS.

"The American talked freely enough, but gave me no real information. He wanted to know just where they were, and what the people and newspapers were saying about the object which stood before me. Happening to have a copy of the Enquirer containing several dispatches concerning the airship in my pocket, I gave it to him to read at his leisure. He was profuse in his thanks, and said that newspapers had been rather a scare (scarce?) article for some time, and that he was rather anxious to see what they said about it.

"But why are you sailing around in this mysterious way?" I inquired. "Why don't you let the world know what you are doing?"

"That's easily explained. We have discovered the principle, but there are doubtless, many applications of it. If we were to appear in public, even after patenting our principle and discover, with the appliances we now have, it would only be a little while until other men would probably discover better forms of application, and we would be compelled to divide the benefits of our discovery. We are on a tedious voyage of experimentation, and have been for more than six months. We often mingle with the world, but our discovery is hidden away, as it can be in a small compass, and no one suspects who or what we are. We pose as tourists among our fellow-men.

"We are constantly making improvements. As soon as one is worked out we descend in some secluded spot, go to a town or city, and have the necessary mechanism made from drawings, adjust it and go on with further tests and experiments. At those times we are probably looked on as harmless cranks trying to

INVENT PERPETUAL MOTION.

Six months hence we shall probably have reached the limit of possible improvement. Then we will patent it in every country, and then in every manufacturing center they will turn out the aeribarque, which will revolutionize the world."

"Do you call this concern an aeribarque?"

"That is what we call it. The name is exactly descriptive of the object."

"Will you permit me to inspect it?"

"He turned to his companion, and after a short consultation replied:

"In a general way only. But I will explain nothing to you. If you can reason out how it ascends and descends, or is propelled, well and good; but I shall answer no questions. Look it over and draw your own conclusions."

"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 to rounded points, its extreme length being 15 or 18 feet. The frame appeared to be a wire fret work, 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 8 or 9 feet, then curved onward

TILL THEY NEARLY MET.

Then outward, upward 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 fret work was a bag or balloon, just fitting it and partially inflated.

A very little testing convinced me that the supposed wires were tubular contrivances, composed either of steel or aluminum or some new metal, clearly of great strength and exceeding lightness. A series of these tubes ran horizontally around the lower part of the car at close intervals, joined into the upright tubes to a height of three feet. They were safety or guard rails. At the forward end the uprights were turned abruptly right and left at the height of 18 inches, and then brought together, near the upper half, forming an entrance and exit to the car something like two feet wide. At this end the guard rail came no higher than the abrupt angle of the uprights, while at the other end they were uniform with the sides. At every point of contact these

tubular wires were inserted into each other, while one nearly an inch in diameter, coming up independently from below, was inserted into the lower part of the balloon centrally.

"Thrown on the bottom of the car were several Oriental rugs, while all sorts of luggage, blankets, coats, canned goods and the like were stowed away at convenient points, or suspended overhead. Near the rear end of the car was a small box-like table on the top of which was a number of knobs or buttons, very like the appliances we see in

ELECTRICAL (

"As I was (not) permitted to enter the (cabin) nor even thrust my head inside, I could only guess as to the purpose of this table. It seemed clear, however, that it was the motor or controlling principle of the aeribarque.

"The gentleman with whom I had been conversing seated himself at the table and said:

"Take hold of the cross bars and lift the aeribarque or turn it over, if you can."

"I made the attempt, but failed.

"You are weak and excited. Calm yourself and try again when I tell you."

"He touched one of the points on the table, and there was a hissing sound like escaping steam or compressed air. He touched another, and a tremor ran through every part of the machine, and the balloon expanded perceptibly.

"Now try it again."

"I grasped the cross bars and threw all my strength into the effort but this time machine, men and baggage didn't seem to weigh a pound.

With one hand I could lift it above my head. I begged him to tell me how the attraction of gravitation had been overcome, but he said he had to be brief, except to say:

"Wait till the proper time comes."

"He touched a third button and the lights disappeared, a fourth and they reappeared, one a vivid green, the other white; then he alternated them with other colors. In the meantime I discovered that he was changing the temperature of the tubular frame from temperate to extreme cold and then to 200 degrees or above.

"Just below the points of the elongated globe I had noticed what looked like two folded window shades of different sizes or shapes depending from metallic projections. He touched two buttons at once. The forward one unfolded into a rudder, the rear one into

A PAN-LIKE PROPELLER.

"Explain to me, my dear sir," I said, "these remarkable mysteries!"

"Wait a moment."

"He touched a series of buttons in rapid succession. There was the hiss of escaping steam air; the tremor through every line of the frame work, the balloon filled with a hissing sound till it bulged through the metallic framework, and the aeribarque rose like a startled bird.

"Good night!"

"This was called down from a height of a thousand feet; the propeller expanded, the rudder dropped into place and swung around, changing the ship's course at an acute angle, instantly and more quickly than it takes to tell it, it had disappeared in the direction of Newark."

"And what a conclusion do you draw?" asked the Enquirer man.

"Why, sir, someone has got on the inside of nature at last. Don't you know that this thing is constructed on the principle of a bird, in every essential? The frame of a bird is a combination of light, strong tubes, or bones and quills. The strongest and longest flyers have the largest proportionate bones and quills.

"We know as a general principle, that a bird is capable of expelling all the atmospheric air from its bones and quills, or tubes, and supplying, in some unknown way,

A VOLATILE SUBSTANCE.

"This overcomes the attraction of gravitation, and enables it to rise in the air with the aid of its wings, and fly away at will.

"When it wants to descend it ballasts with atmospheric air the tubes from which it lately excluded it. Kill a bird instantly, on the wing and it drops perpendicularly, if the wind is not blowing. Wound it seriously and it falls at an angle. In the one instance the attraction of gravitation becomes ascendant instantly—in the other gradually, hence the sagging floatation.

"I am convinced that this airship not only embraces all the principles of the flight of birds, but another more wonderful and incomprehensible. The expulsion of the air from the tubular framework, supplying its place with some volatile substance, the expansion of the balloon compartment, with probably the same substance, and the lifting factor, the light, the heat, and the motive power for the machinery, I am convinced, all come from the same source and are produced and modified at will.

"Whether this be electricity or some more subtle and powerful principle in nature, I have no idea. But seeing what I did leaves not a single doubt in my mind as to the feasibility as well as the reality of the airship. It is really less improbable than the telephone and Edison's discoveries were a score of years ago. The men I saw have evidently unlocked one of nature's profoundest secrets."

U. A. T.

1897 April 25 (Sun) Cincinnati Enquirer, p. 17.

HE SAW IT. / Cleveland Man Who Will Swear to the Airship. / Special Dispatch to the Enquirer.

Cleveland, O., April 23.—J. W. Lansing, of Brundage and Lansing, Central Avenue commission merchants, has just returned from a trip

through southern Iowa. While in Grinnell, Mr. Lansing said he saw the much talked about airship. Mr. Lansing is noted for being strictly temperate and does not wear glasses. In speaking of it he said: "I saw it twice, but at Grinnell it was very plain. It was early in the evening and the ship could be seen distinctly. It was shaped like a cigar, and it moved in various directions, some of the time against a strong wind."

"The general impression of those who saw it seemed to be that it was an airship worked by electricity. I couldn't say myself that it was, but it was some kind of a manufactured thing floating about overhead."

p. 1--AIRSHIP PLAN / Filed to Be Patented--May Be the One Reported Seen. / Special Dispatch to the Enquirer.

Omaha, Neb., April 24.--In the office of G.V. Sues (??), the Omaha patent solicitor, may be seen the plans of an airship which, it would seem, very nearly solved the problem of aerial navigation. The invention is that of Henry Heintz, of Elkton, S.D.

In this connection it would not be at all strange if it turned out that the people in Nebraska reported to have seen an airship had really seen the Heintz airship, as Elkton is little more than 200 miles from Omaha. The invention as described by Mr. Sues, it is thought, very nearly duplicates, through mechanical means, the flight of a bird.

The invention embodies an elongated aerial car, entirely enclosed, provided with a steam engine to drive a shaft provided with a buoyant propeller.

1897 April 25 (Sun) Cleveland Plain-Dealer, p. 1.

MORE NEWS FROM THAT AIRSHIP. / An Alleged Message Found at Lorain and Something Was Seen in the Air Near New London. / Special to the Plain Dealer.

LORAIN, April 24.--The Times tonight prints a ~~long~~ letter, alleged to have been found by "a prominent townsman," giving out some interesting points in connection with the much talked about airship. On the outside of the envelope was written the word: "Aboard the Airola, April 23, 1897."

In the letter the writer stated that the ship was built in an obscure place near Santa Fe, N.M., from which place the journey began. "We have hovered over every state in the union," continued the writer; "fished in the great lakes, crossed the plains and settled on mountains and in valleys." He states that the ship is eighty-two feet in length and nineteen feet wide, supported by a balloon thirty-five feet in diameter. A wheel at the stern, he states, is propelled by means of a storage battery, the wheel having eight paddles. He claims that himself, wife and child are the only persons aboard the ship.

The hull of the air craft is a wire netting covered with thin but strong oiled silk, through which ~~and~~ neither air nor water can pass, and in shape resembles a cigar. "During a rain," continues the navigator, "we rise above the clouds and are perfectly dry." In closing, the writer says they will return in a few days to New Mexico, where a larger boat is under construction, with which he hopes to cross the sea. He signs the name of William R. Harris.

1897 April 27 (Tues) Cincinnati Enquirer, p. 8.

Saw the Aeribarque. / Special Dispatch to the Enquirer.

Bradford, O., April 26.--David Brant, Osear 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. They claim the ship was made of tubes, as described in The Enquirer.

1897 April 28 (Wed.) Cincinnati Enquirer, p. 1.

Will Swear to It. / Special Dispatch to the Enquirer.

Toledo, O., April 27.--Howard Warn, of the office of Southworth and Co., and his father, M. B. [S.?] Warn, both reputable citizens, are willing to make affidavit that they saw an airship on Saturday night.

May 2, 17. ghosts. / 25. Hamilton's cow. / Suppl.--Ohio arsp inventors during Grant's administration. / May 5, 1. tax on arsp, Little Rk.

Cleveland Plain-Dealer, Mon. May 10, p. 10. Saw the Air Ship. / Here's a Man Who Says It Looks Like a Pool Table.

John Merkle of Lorain street writes the Plain-Dealer as follows: "May 8, 1897.

"You can say in your next edition that I saw the airship Wednesday evening, May 5. Looks to me like a pool table with lights hanging down in place of pockets, not triangular, as has been stated. Saw it at 8:30 o'clock."

12,4. That Nashville arsp isn't an arsp at all, according to the bonafide arsp makers. They must be right. The Nashville nondescript flew 13, 2 Kans. snake.

4. That St. Louis man who claims to have seen the arsp by daylight is believed to be merely trying to get ahead of the Chicago neck stratchers.

15,4. There is an arsp, lost, strayed or stolen, in the atmosphere above central Tenn. This is the real thing, and parties seeing it need have no hesitation in mentioning the fact.

1897 April 28 (Wed) Cleveland Plain Dealer, p. 5.

SAY THEY SAW THE AIRSHIP. / Two Reputable Residents of Toledo Are Willing to Make Affidavit to That Effect. / Special to the Plain Dealer.

TOLEDO, April 27.--Howard Warn of the office of Southworth & Co. and his father, M.S. Warn, both reputable citizens, are willing to make affidavits that they saw the airship on Saturday night. Howard

states that he rode his bicycle home through a light shower, about 11 o'clock at night, and after slightly cleaning his wheel he stepped to the door to see if the rain was continuing. His attention was attracted to a bright lights of different colors moving rapidly toward the southwest.

Mr. Warn states that at that time the clouds were breaking slight and were very near the earth. The lights were attached to a cigar shaped object, moving close to the lower line of the clouds, and in the opinion of the observer the affair was not to exceed [500] feet above the earth, although it was much farther away from the point at which he stood. Warn called his father, and they watched the lights until they disappeared finally into heavy clouds to the southwest.

Both gentlemen agree as to the size and general shape of ~~the~~ the airship, and say that there was nothing to indicate the use of wings or propellers, neither were they able to see any human beings aboard. Owing to the newspaper jokes that are being passed upon airships the Warns were reluctant to tell the story until today.

April 29, 1897 Cincinnati Commercial Tribune (Thurs) p. 8

The Airship Seen

In the Sky by Police Officer John Ringer.

Officer John Ringer, of the First District, has been enrolled among the men who have seen the airship. He said last night: "I was standing at the corner of Eighth and Walnut streets at 10 o'clock, when my attention was called to a string of lights moving across the sky. I could see one large light in front, like the headlight of an engine only much smaller, while behind this there was a long row of little lights not much bigger than stars, and one right behind the other."

"It was so high up that I could see no outline, and nothing but the lights. They moved rapidly in a northerly direction, and I watched them until they disappeared. Half a dozen citizens were standing near me, and they also saw the moving lights. I believe it was an airship."

(this editn cuts off what must've been contd in other ed.)

1897 April 29 (Th) Cleveland Plain Dealer, p. 3.

SAW THE AIR SHIP. / "J[e]d" Wickham Says He Saw the Phenomenon at the Corner of Willson and Euclid Avenues.

"J[e]d" Wickham, cashier in the county clerk's office, declares he saw the air ship Tuesday night. He told the story at the court house Wednesday and he was still laboring under the excitement of the sight of the strange thing.

"I was standing near the corner of Willson and Euclid avenues, about 10'30 o'clock last night," said he, "when I happened to look up at the heavens and saw what at first looked like a headlight on a loco motive. If I had been drinking anything stronger than soda water I would have thought I had 'em sure. At first all I could see was the blinding glare and then it slowly turned around and I could see the shaft of light across the skies. Of course I thought of the air ship, which the papers had been talking about. Finally I could dimly discern the body of the thing. It was shaped like a cigar and right about it was a balloon shaped affair. It seemed to be stationary for quite a while, and then it moved slowly off to the southeast."

"You fellows may think I am 'kiddin', but I am giving it to you straight. I saw the air ship."

April 30, 1897 Cincinnati Commercial Tribune (Fri.) p. 6

He Saw the Airship.

The article published in yesterdays edition to the effect that the airship was plainly seen by Philip Meagher, local billposter for the C., P. and V. Railroad, is verified by that gentleman. Mr. Meagher saw the ship the same evening that officer Ringer got so good a view of the aerial wonder.

(the preceding article alluded to was not found)

April 25, p. 25--full page on aerial navigation experiments.

April 25, p. 12 (eds.)--Since it appears that the airship isn't coming this way, all we can do is to watch for the first straw hat.

April 26 (Mon.), p. 4 (eds.)--The latest report of the airship comes from Haddam, Kansas. We are not surprised that they saw it there.

—Just think how many airships Rip Van Winkle would see if only he were here.

1897 May 4 (Tues) Cleveland Plain-Dealer, p. 4.

TALES OF THE TOWN / That Runaway Airship.

An esteemed reader of the Plain Dealer seems to have his doubt about the genuineness of the airship message which appeared in the Sunday edition of this paper. He suggests that Tom Starr, Jim Sturgis and Pony Rodgers "got their science vice versa," that "rarification would send their airship down," while a "heavier atmosphere would force it upward."

This shows how painfully easy it is for a man to jump at conclusions. In the first place, what does the critic know about airship anyway? Has he studied their habits, their tastes, their predilections? Is he prepared to go upon the witness stand and give the details of their construction? Can he place his hand upon his heart and solemnly assert that airships do not violate all the known scientific principles and most of the natural laws?

Did he ever see an airship?

The explanation of the eccentricity of the airship in which the Starr-Sturgis-Rodgers trio found themselves, is extremely simple. The lifting power of the aerial marvel is a certain nephitic gas evolved

from concentrated lye by a process which it will be impossible to find mentioned in the patent office reports. It is a well known property of this gas that chilly atmosphere robs it of its buoyancy while warm air from any source increases its lifting power. This is a phenomena which is often commented upon in connection with the various lye products.

If it were possible to communicate with the unfortunate voyagers, a more detailed description of this singular craft might be obtained. As it is, the critical reader is advised to put his eyes steadily on the heavens and perhaps, in good time, he may receive that practical knowledge of airships in general which at present he so evidently does not possess.

1897 May 5 (Wed.) Cincinnati Enquirer, p. 7.

AIRSHIP. / Said to Have Been Seen Passing Over This City Last Night. A number of people on Garfield place saw the airship last night about 9 o'clock, and are willing to make affidavit that they have sighted the mysterious navigator that has been creating so much excitement over the country. Dr. Louis Dumhoff, 112 Garfield place, made a drawing of the light, which he described as egg-shaped, red in color and appearing as though a portion of it was covered with a curtain, the rays escaping in the center and at each end.

It came from the direction of Price Hill and passed in a southeasterly direction, disappearing in about five minutes, and, so far as he was able to approximate, covered a distance of about 20 miles in that time, moving in a zigzag course, first up, then down. Conductor J.C. Gaupel, on the Monmouth street car line, also saw it. W.J. Klein, an attorney in the Mitchell Building, and E. Feed Porter, of the Methodist Book concern, and a number of others say they saw and watched the curious aeronaut.

1897 May 7 (Fri) Cleveland Plain-Dealer, p. 10.

THE AIRSHIP. / "Jud" Wickham Has Discovered Its Identity--A Toy Balloon With Lanterns Attached. /

"Jud" Wickham, cashier in the county clerk's office, has solved the airship mystery. Late Wednesday night, by the light of the moon, he was at work in his pansy bed when he happened to look heavenward and observed a one-eyed monster directly above his head. Of course the first thing "Jud" thought of was the airship, and he rushed into the house to get his field glasses. With the help of those he was able to study the thing very thoroughly.

The airship proved to be a toy balloon of large dimensions. A lantern with a reflector was attached to the base of it. On both sides of the balloon were long conical shaped affairs, which, through the powerful glasses, appeared to be constructed of some filmy material, probably tissue paper. At the apex of the balloon was a small flag, and all along the conical shaped side attachments were smaller balloons. The "airship" was traveling with the wind, rising, falling and moving rapidly and slowly, according to the velocity of the breeze. The affair was high up in the air.

1897 May 7 (Fri) Cleveland Plain-Dealer, p. 10.

AN AIRSHIP ROMANCE. / Workmen in the Waterworks Tunnel Credited With Having Seen One. /

The airship has been seen once more. At least employes of the waterworks department say the men working on the tunnel saw it sink into the lake a few nights ago.

It was time for a new shift to go down. As the force stood at the top of the shaft the cigar shaped mechanism, brilliantly lighted, was seen in the distance. Frank Kosterling, tunnel inspector, is charged with being the first to notice it.

According to the story told in the city hall Thursday the ship descended gradually from the sky to the water's surface, then floated off and disappeared in the distance or was submerged. Kosterling denies the soft impeachment and came down to tell Supt. Kingsley it was all a fake. He does not believe in air ships and thinks no one else saw this one.

Waterworks employes tell all sorts of air ship jokes. Kosterling claims they did so in this instance and will make it warm for the originator.

"I understand they're going to tax aerostats in the western states," said Clerk Norton. "Ain't you seen it? Next time try barrel three as you enter, to the right."

1897 May 9 (Sun) Cincinnati Commercial Tribune, p. 1. (card 1)

The Air Ship a Reality. / Was Built in Newport by a Resident of That City. / The Inventor is a German Who is Too Poor To Take Out Patents. / Thousands Saw Him Sailing Over Cincinnati. / Early Saturday Evening. / Started from a Secluded Spot Near His Home. / Parts of the Machine Repaired in a Nearby Shop--The Town Excited.

It is time to lay aside the jokes about the airship. The mysterious navigator of the air, whose comings and goings were as strange as the maneuvers of the sea-serpent--and generally believed to be about as authentic--rose from Newport last evening, passed over Cincinnati shortly before 8 o'clock, and was noticed by scores of citizens. Over in Newport it was seen by hundreds, and the good people of the three cities talked of little else last night. Furthermore, the inventor is a Newport man, and the ship was built secretly not far from Cincinnati.

Of course, many who caught but a glimpse of the nocturnal wanderer were as skeptical as ever, and pretty nearly all those who saw it not insisted that it was only the revival of another "fake."

But the airship is a reality, according to testimony which is unimpeachable; it is the invention of a resident of Newport, and has been thoroughly tested in the most practical manner. The ship passed over

Cincinnati at a frightful rate of speed last evening, and was headed in a northwesterly direction. But of the people who saw it there is time to wait. What the public wishes to read is a brief sketch of the airship itself.

Built in Secret.

The device which has been perplexing the residents of southern Ohio and eastern Indiana for the past several weeks is the invention of a resident of Newport. He has been testing it by night, but has been very careful about timing his departures and arrivals when there would be none about to watch him. Last night he started out earlier than usual, and three or four people enjoyed the novel sight of witnessing his start. The flight was made from a point near Tipperhauer's brickyard, and the ship ascended so rapidly that it was only a few seconds until it was high in the air. A few moments more and it was speeding over Newport, over the river, over Cincinnati and out of sight. At first there was only a small light shining from the ship, but its general outline could be distinguished for all that. After the altitude of about 200 feet had been reached two other lights were turned on, and as the ship passed over Cincinnati all who saw it agree as to the reddish glare of its fairly large headlight.

The inventor has taken only two of his neighbors partly into his secret, and some who have had an inkling now and then have guessed pretty closely to the truth.

The Inventor.

One of the most prominent residents of Newport told the following story about the inventor and his invention to the Commercial Tribune last evening:

"I am acquainted with the man who owns the airship, but will not divulge his name. He is a German and can not speak English, and has been working on the machine that he has now perfected for many years. He is very poor and has not got money enough to have it patented, and for that reason he wants his identity kept secret."

"Well, but have you seen the ship itself?" "No, I have not, but I have seen many parts of it. The inventor has sent several parts to Crawley's machine shop to be repaired, and I saw them there. The ship is large enough to carry three people, and not more than a week ago he took two gentlemen up with him, they paying him \$15 a piece for the trip, and each was bound to secrecy. A gentleman connected with the Crawley Machine Works--which is situated on Kenturah street--stated that a man had been in the shop several times with some odd looking machinery to have repaired, and had spoken to Mr. Crawley, stating that he had an airship, but it was old and patched up, being the same one he started to build several years ago, and before he got it perfected it met with several accidents, and as he now has it perfected he would like to have a good one built. He did not know what arrangements Mr. Crawley had made with him, but he had called at the shop several times since his first meeting."

Thousands Saw It.

The starting up of the airship last night and being seen by several people in the west end of Newport, has aroused that neighborhood, and the man in the mysterious machine will have to be very careful in the future or he will be caught.

The airship made a flight over Cincinnati late Friday night, and among those who noticed it was a lady living on Walnut Hills. It was shortly after 11 o'clock when she noticed the mysterious traveller in the sky, and hastily calling her older children, who had not yet retired, she pointed it out to them. The next instant it had passed beyond their range of vision.

Scores of people downtown saw the ship last night, and pretty nearly all of the people in the lobby of the Gibson House had it pointed out to them by Thomas Smith, a cabman. It was the talk of that block last evening, and such as caught a fair glimpse of it were positive that it was a genuine case of airship, at least.

Robert Emerich, of Sixth Ward, observed the sky wanderer for some moments before calling attention to it.

May 9 p. 1--(fanciful picture of arsp as riveted balloon with bootlike platform beneath latter, surrounded by rails, many people, some stand, & rear propeller: "The Tenn. Centenn. Captures a Real Live Arsp.") p. 12 (eds)--Even if the latest arsp (Tenn) did have to be brought back home on a hay wagon it made the outward-bound journey unaided, which is more than the usual run of arsp do.

The discovery that the Tenn Centenn has a genuine arsp make us wonder if the recent arsp craze wasn't, after all, the deft work of our friend, Herman Justi, Chief of the Exposition Dept. of Promotion and Publicity. Moses P. Handy made a great record as a boomer for the World's Fair but Justi, old boy, is some pumpkins himself.

12, 7 bad weather prevents ascent of Barnard's arsp.

14, 4 (Fri)--An astronomer up in Milwaukee has seen a covey of comets in the daytime, instead of an arsp. He looked through the same kind of glass, no doubt, but then some people see things differently under those circumstances.

15, 2--B's arsp goes 12 mi in 30 min.

16, 24 feature on flying machs, w pics./ 18,4 pic of Richard Williams.

Mon. 17, 4 eds--And now, just as we were all finally convinced that those arsp stories were fakes, & that no such thing existed, along comes Prof. B. of Nash., & upsets our conclusions by riding a genuine arsp in broad daylight. It makes us tired to change our minds so often.

1897 May 11 (Tues) Cleveland Plain-Dealer, p. 3.

THAT AIRSHIP AGAIN. / Two Norwalk Young Men Claim to Have Seen the Mysterious Aerial Navigator. / Special to the Plain Dealer.

NORWALK, May 10.--The famous airship was seen passing over this city last night. Mr. Abe Parker, a well known young man of this city, says he saw it, and he describes it as follows:

"It appeared to be but a little higher than the Glass block, and was moving very slowly. It was about 8 o'clock when I saw it moving along. The lights were very bright and must have been of an electrical origin. They were of two colors, white and red. As well as I can remember, there were ten or twelve of them. Although I could not hear the sound of music, there were those standing near me who claimed they heard the musical sounds quite distinctly. As well as I can judge, the aerial visitor was in sight about ten minutes."

Another young man who saw it corroborated Mr. Parker's statement. He gives a description of its shape as follows: "Newspaper accounts describe the airship as cigar shaped, but they are way off; at least, the one I saw is not of that shape at all, but round, like a huge ball. After the ship crossed Main street I followed it over a mile. Part of the way it led me through a field. We were so far from the street lights that it was quite dark. Whatever be the nature of the light carried by the airship, it is very powerful, for it cast a shadow, which I saw distinctly, and repeatedly. Now, if the airship is cigar shaped, the shadow naturally would be cigar shaped, but it was not. On the contrary, it was round."

WEST VIRGINIA

1897 April 17 (Sat eve) Parkersburg, W.Va., Sentinel, p. 1.

The Mysterious Airship Seen Passing Over Parkersburg Last Night. A woman living in the East End declares that she saw the air ship pass westward about 10:30 last night. It was so far up in the clouds that she could not distinguish its size nor shape, but the flaming headlight and small side lights were quite distinct. She is very positive that it was the air ship about which so much has been said and written. It appeared to be moving slowly and its course was to the west.

Mr. Henry Ogden, of the East End, who is one of the most reliable gentlemen of this city, saw the mysterious flying machine, and also the family of William Moyers, Ben Woodyard and others.

1897 April 19 (Mon) Wheeling Register, p. F.

THE AIR SHIP / Was Reported by Several Persons Yesterday Afternoon. The much talked of airship seems to have become a reality. In consequence of the many newspaper articles regarding its appearance both in Wheeling and elsewhere, many people in this city kept careful watch for it all day yesterday. It was reported late last evening that the airship had been seen by several persons about 4 o'clock yesterday afternoon passing rapidly over the city toward the northeast. The Register was unable to obtain full particulars or an accurate description of its appearance, but it was said that painted on its sides in large letters so as to be plainly read was the following: "If you would run no risk, buy the Krakaur piano from F.W. Sawyer company."

1897 April 20 (Tue) Parkersburg, W.Va., Sentinel, p. 1.

That Air Ship. / Prominent Steamboatman Observed It. "About eight thirty last night (Sunday) when lying at Sistersville, a light was seen by myself and others high in the air and apparently right over the river below us, though no one could tell just how far. Nothing could be seen but a large round light, too white for a gas light and not quite white enough for an electric light. It had somewhat the appearance of a small search light on a steam boat. At times there could be seen a smaller light of the same nature, just back of the big light. The [] seemed to be moving in a general north-westerly direction, sometimes rising and falling swiftly, at other times retracing its course. The streets of Sistersville were crowded with people watching it. Nearly midnight it disappeared over a hill to the westward."

For so much the captain will vouch, but as to what carried the light he could not say. The same story was told by Elmer Hardy, Watchman, and Litts Kinnard, engineer, who also witnessed it for some time, though the Register was unable to interview them.--Marietta Register.

1897 April 21 (Wed) Parkersburg (W.Va.) Sentinel, p. 1.

That Air Ship. / Makes Another Appearance in This Vicinity. It Was Seen Monday Night by Several Persons.

The mysterious air ship seems to be the all-absorbing topic at present. Every day more people report having seen the strange craft sailing through the air, but apparently the machine and its mysterious crew goes into port during the day, for no one has yet reported having seen it during the day.

According to W. Marvin Wolfe of the Parkersburg Transfer Company, the air ship has been making nocturnal excursions for at least three weeks. As there had at that time been no report made of the strange visitor, he did not say much about what he had seen for fear of ridicule, and in fact he himself was not entirely sure that his eyes were not playing him false; but since so many reports have come of the appearance of an object of some kind in the heavens, he has come to believe that he really saw the wonderful thing several weeks ago.

He was coming, he says, from the Henderson oil field and was still a number of miles from town when night set in. He had just reached the top of a high ridge over which the road passed when one of the teamsters, who was with him suddenly called his attention to a peculiar light upon an opposite ridge about a mile distant. The light referred to looked like about the size of a lantern light and seemed to be suspended in the air about fifty feet from the top of the ridge and was moving at a rate of fifteen or twenty miles per hour toward the east. Mr. Wolf and a number of men who were with him saw the light distinctly and watched it till it passed out of sight. It seemed to move with a steady motion

parallel with the top of the ridge and a considerable distance above it. None of the party could explain the mystery and it is not yet explained except on the theory that it was the wonderful air ship.

p.4--We now know what the air ship was. It was the Republican caucus of the council trying to get away from the candidates. 1897 April 23 (Fri) Parkersburg (W.Va.) Sentinel, p. 1.

It Is Cigar-Shaped. / And the Helmsman Had Perfect Control of It. Last night Capt. Sam Parsons and several other gentlemen were standing on the corner near the Court House, and about to bid each other "good night," when they heard a rumbling and hissing noise above them, and looking up toward the sky saw the "mysterious air ship" sailing through the air and at a rapid rate of speed, going southward. On closer examination they saw the brilliant red head lights of the ship. Just after it crossed over the Kanawha, it seemed to slacken speed and hovered in the air as if making ready for a descent to the earth. They say it was cigarshaped, as all do, who have seen the ship. Soon it was lost to view. The Captain, however, says he could plainly see a man at one of the openings contentedly smoking a cigar. None who know the jolly Captain, will doubt for a moment but what he and his friends did really see the "mysterious air ship."--Point Pleasant Register. p. 23, p. 8--Building an Airship.--Capt. Elijah Spencer of NY is working on an arap 28' long x 7' wide and 9' high, to make 30 knots. Probably some others have worked out the problem and hence the araps that have been seen flying about promiscuously the past week or two. 26, 4--The ar ship lit in two different places on Sat., in Ohio and in Tenn. The list keeps going on, however. 1897 April 23 (Fri) Wheeling, W.Va., Daily Intelligencer, p. J.

THE AIR SHIP. / The Hoax Practiced with Success on a Gullible Public. / TWO YOUNG PRACTICAL JOKERS / Started the Story that the Air Ship Had Been Seen Hovering Over the Heart of the City--Other People, Hearing the Story, in Some Inexplicable Manner Became Convinced that they too Had Seen the Wonderful Aerial Navigator. / The air ship hoax struck Wheeling good and hard last night. Two young practical jokers who stood at the corner of Fourteenth and Market streets, attracted considerable attention shortly after [8] o'clock by declaring to what soon became a large and excited audience that they had seen the wonderful air ship. It had hove in sight from the northwest and with a meteor-like speed had shot across the sky into the darkness of the east.

The story received a varied reception. Some doubted, others "caught on" to the jokers, while the majority were only too willing to believe anything and everything about the wonderful aerial navigator. Soon the story had spread all over the central part of the city, and in less than an hour hundreds were discussing it. In its travels the story became ~~more~~ distorted and exaggerated in a most wonderful manner. It was said that the ship had struck the church spire at St. Matthew's and had been nearly wrecked. In another quarter it was stated that the ship had red and blue lights, another version was that it was provided with an electric search light of several thousand candle power that almost blinded persons on whom it had been turned. A little further on and names of persons who had seen the ship were given, but these when approached of course did not verify the statement made in their behalf.

When the public makes up its mind that it has been humbugged on this air ship business, then perhaps there will be no repetitions of last night's idiotic performance. 1897 May 1 (Sat) Wheeling (W.Va.) Daily Intelligencer, p. (card 1)

THE AIR SHIP. / Photographs of the Vessel Taken, Here in Wheeling. / SHOWN AT THE INTELLIGENCER / Office Yesterday--They Fooled Many Persons and Those who were Not Deceived were Unable to Explain this Exhibition of Sleight-of-Hand Photography--The Method by which the Untruthful Photographs were Secured. / Photographs of the now famous air ship taken right here in Wheeling. You consider that a statement to be received with more than the allotted grain of salt.

Yet the statement is true. Yesterday afternoon a series of three photographs of scenes along the river front were displayed in the Intelligencer counting room window. One showed the public landing with the buildings on Water street in the background. Another had the Island for its background, while the little propeller Manhattan is the central figure. In the third are seen the steamers Leroy and Ruth, with the steel bridge in the distance.

"But what's especially interesting in these?" is the natural query. That's easily explained. Away up in the sky in each of the photographs is seen the famous air-ship--or what represents the popular idea of the aerial navigator. If air-ships were an undisputed reality and a usual thing in the "prop-erty" ~~make~~ make-up of the heavens, these pictures showing the vessel would deceive nine out of ten persons, for from the photographic standpoint they are nearly perfect.

But as the airship is not believed by sensible persons to be anything but a creature of the imagination, it devolves upon somebody to explain these photographs. The popular idea of a photograph is that it invariably represents "the truth, the whole truth and nothing but the truth," as lawyers say. Such an impression is away off as will be revealed when the Intelligencer explains the manner in which the series of air-ship photographs was secured.

The scenes along the river front, mentioned above, were taken by the Intelligencer photographer several months ago, long before persons with an overdose of imagination of an underdose of truthfulness, created what has come to be known as the air-ship craze.

If anyone of the hundreds who inspected the photographs at the

Intelligencer office yesterday afternoon and last night, had stopped a moment, he could have seen in an instant that the pictures were not ordinary and legitimate camera work. In the selection of scenes, the Intelligencer's photographer overlooked the fact that the Manhattan had not been plying in the Wheeling-Sisterville trade for several weeks, and consequently that craft could not figure in a picture of the air-ship taken at Wheeling.

So it is established that the pictures are "photographic lies." It follows that "the liar" must explain. Briefly, the modus operandi was as follows: Prints were made of the scenes taken on the river front. Then they were placed in another printing frame containing the "fake" negative. This negative was made from a crayon drawing of the air-ship, the work of the Intelligencer's artist. The drawing was designed after the published description of the air-ship telegraphed from Chattanooga, Tennessee, a week ago. It shows a shad-shaped inflated body, with two immense wings, one on each side; the propeller screws at the stern and the basket suspended below by rigging. Altogether it was a creditable production. The negative taken from this drawing was used in inserting the air-ship in the prints already made of the scenes on the river front. Very simple and not at all difficult.

But the photographs fooled many a wiser head than the author of this piece of slight-of-hand photography. The pictures can be seen to-day in the east window at the Intelligencer office.

The much heralded air ship which has been stirring up the people of the western states, passed over Erie last night about eleven o'clock. It came from the south and was headed north and was going at a high rate of speed. It was perhaps 2,000 feet up in the air, but it could be plainly seen. Mr. J.S. Scheer, the confectioner, whose store is on the corner of Ninth and State streets, Frank King and Frank Mulick, say they saw the aerial ship in its flight over Erie. Mr. Scheer describes the mysterious ship as being quite long and shaped like a cigar. It had two wing-like fans on each side and a huge propeller on the stern. It also carried bright lights on the bow and although it moved very fast it could be plainly seen.

No life was noticed aboard the strange ship and although the air was still not a sound could be heard. Other people saw the strange ship, but it soon passed over the city and when last seen it was out over Lake Erie heading due north.

FLEW PAST SHARON. / The Mysterious Flying Machine Said to Have Been Seen There. / (Special to the Times.)

Sharon, Pa., April 22.—Jay Latimore and C.S. Wallace, of this place, and Attorney E.E. Andrews, of Youngstown, O., claim that the air ship passed over this part of the state last evening about dusk, at a height of about 2,000 feet, and was headed for Lake Erie.

It was running at a high rate of speed. They say three men were on board, and the ship was plainly visible. They are reliable citizens and their story is generally believed. The ship was cigar shaped and seemed to have wings and a propeller.

PENNSYLVANIA, NEW YORK

1897 April 12 (Mon) Pittsburg Dispatch, p. 2. (card 1)

RODE IN A FLYING MACHINE. / An Allegheny Man Goes the People of Omaha and Kansas City One Better—Grave Yard Coxtails 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 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 airship 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 airship that he forgot to pay his toll as he passed. He was halted, but remembered that he was 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 airship. 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 in a graveyard. This individual managed to get a way with (13) of these drinks. He remembers of going home home and going to bed. He is sure that he did not go to bed on the six 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 plod across the bridge in the pelting rain.

1897 April 19 (Mon) Pittsburg Dispatch, p. 7.

AIRSHIP GOING EAST. / Many Prominent Citizens of Derry Say They Sighted It.

DERRY, April 18.—(Special.)—The airship, which has been seen in Indiana, Wisconsin, and Iowa passed here last evening according to the testimony of many prominent persons who claim to have sighted it.

It is cigar-shaped and has red and green lights and a very small center light, white and very brilliant. The ship was headed east, traveling very rapidly, and about 5000 feet high. A car is hanging about ten feet from the ship entirely enclosed.

1897 April 22 (Th) Erie (Pa) Daily Times, p. 8.

PASSED OVER ERIE. / The Mysterious Air Ship Was Plainly Seen Last Night. / WAS HEADED DUE NORTH. / AND WAS GOING AT A HIGH RATE OF SPEED. THE SHIP PASSED OVER SHARON EARLIER IN THE EVENING AND WAS HEADED FOR LAKE ERIE. /

SAW THE AIRSHIP. / J.W. Lansing of Cleveland, Ohio, Tells of His Vision Out in Iowa. /

A Cleveland man is perfectly sure that he has seen the airship a about which there has been so much newspaper speculation comment ~~lately~~ recently, says the Cleveland Leader. The Cleveland man is J.W. Lansing. He is a ~~commission~~ commission merchant. The firm of which he is the junior partner does business at No. (56) Central avenue.

A reporter called at the commission house yesterday afternoon and asked Mr. Lansing to tell all about seeing the ship.

"So that you can print it?" asked ~~the~~ the commission merchant.

"Surely," said the reporter.

"Well, I guess not," said Mr. Lansing. "I saw the ship all right enough but there has been so much sarcastic comment about it that I don't want to talk on the subject for publication. I told a friend of mine that I had seen the airship only yesterday, and he said: 'Say, Old Man, tell me where I can buy that kind.'"

The reporter urged Mr. Lansing to tell about seeing the ship, and he finally did tell the story, omitting, however, some details that would have made the tale more interesting from a newspaper standpoint on account of his reluctance to have the story published.

Mr. Lansing's Story.

"I was out in Iowa on a business trip. I had a lot of business to attend to and I was travelling about quite a good bit. It was at the town of Pella that I first saw the ship. It was night and I was walking down the street. I wasn't thinking anything about airships and I was thinking about my business. I happened to look up at the sky and I saw a brilliant light. It seemed reasonably near, and I said to myself, 'That is some smart boy flying a big kite with a big lantern tied to the tail.' But it wasn't. It was the airship, for the thing was moving along rapidly, much more rapidly than a kite or balloon could move.

"The next evening," continued Mr. Lansing, "I was in another town some miles south of Pella. A friend and I were sitting on the porch in front of his house. I was telling him of seeing the mysterious light moving through the air on the night previous and he laughed at me.

"That's all right," I said to him, "you would be surprised, now, wouldn't you, if that ship sailed right over your head at this very moment!"

"Indeed, I would," said he, and he laughed some more.

"It wasn't 15 minutes after that that I saw a big light a long way off and quite high in the heavens.

"Well," said I, "here comes the ship as sure as fate."

"My friend looked, but he couldn't see the ship at all. I finally got him to come over and sighted his eye at the light by means of a post near us. The light grew larger and larger all the time.

It Moved Past.

"Gee!" said my friend, "that thing is coming towards us mighty fast."

"And it was, too. It came so swiftly that pretty soon it seemed to be almost directly over our heads. The light was bigger than an ordinary locomotive headlight. The ship would sail along almost straight for some time, and then it would dip down, and then recover, and go along straight again. It acted just as you would expect a body moving along susceptible to currents of air to act. We could only see the brilliant light and a black mass behind it.

"Several days after that," continued Mr. Lansing, "I was in Waterloo, Ia. There they told me the airship was being inspected by crowds on the public square. It had alighted and pretty nearly the whole town was out to see it. I asked one old fellow how far it 'slid' when it 'lighted,' and he said 'about 20 feet.' But I had to catch a train and couldn't wait to see it. I tell you I would have given \$25 to have had a ride on that machine, and then I could have told you a story worth printing."

Throughout the interview Mr. Lansing was thoroughly in earnest. "Now don't go and print that," were his last words to the newspaper man.

SAVE THE AIRSHIP. / CORRESPONDENT'S STATEMENT IS VERIFIED ... /

Fairplain, May 4 (Special Correspondence).--Last Tuesday evening, April 27, as your correspondent came out of one of the neighbors' houses to come home (it being 15 minutes to 9 p.m.) I saw as I crossed the avenue a very bright light in the heavens just ahead of me moving at a rapid gait. I stopped and took a good look at it. Then in a moment the thought came to me--it's the airship. Then I ran as fast as I could home, stepped to the door and said to my household, "If you want to see the airship, come quick." So all came out, and when we all stood in our yard, I looked at my time and it was 15 minutes after 9 p.m. The great light which I saw had a very bright light on its east end, as it went west, and occasionally it would turn sideways, then we saw a fiery [sic] red center on its side and a green end (west end), a halo of light was about in the form of a waterspout and it went straight west as in a bee line. It would tottle up and down a ways and then it seemed to fall quite a ways down, but would rise as soon as it fell to its old line of travel. It went very fast, and from the time I first saw it till it sank in the west (like the sunset), it was 55 minutes, or 20 minutes to 10 p.m. Now what it was I know not, but no one can convince me that it was "only a star" I saw. I firmly believe it was the "airship," or something unusual in the heavens. Another neighbor saw it, making four persons in Fairplain. What I saw was, nor is, no "fake." Because others did not happen to see it, is no criterion that I didn't see it, and that it was not a fact.

the same "Pennyrite." The aerial navigator probably changed his course about the time the party decided to watch for him, however, for the efforts of the curious ones have been in vain up to this time. 1897 April 15 Louisville Courier-Journal, p. 5

The Air-Ship in Kentucky. / Said to Have Been Seen Near Adairville. / (Springfield, Tenn., Dispatch to the Nashville American.)

The statement was made to the American's correspondent Tuesday afternoon that an air ship, or whatever it may be, was seen in the heavens near Adairville, Ky. Monday night, and that it created great astonishment and terror among the multitude of people. The American's informant was John S. Sarr, who is a well-known and substantial farmer, who lives about two miles this side of Adairville, in Robertson county.

Mr. Sarr stated that the strange aerial navigator appeared in the northern horizon about 8:30 p.m., and was viewed for an hour by the excited populace. The light, he stated, was about the size of an ordinary locomotive headlight, but was brighter, and from the effulgent rays shed by the monster he judged it to be electric.

The attention of those who first saw the air ship was attracted by a bright light appearing at least twenty inches in diameter, the reflection from which passed along what appeared to be a steel body, the length of which Mr. Sarr estimated at from 25 to 30 feet. The object was about three-quarters of a mile high.

On either side of the strange visitor were large projections, which at short intervals could be plainly seen by the astonished watchers, and which were doubtless propellers or wings. Upon the forward end a bright light, which was evidently used as a headlight, and upon the rear was carried a red lantern.

The phenomenon was witnessed for fully an hour before finally disappearing. At times it would dart off with the velocity of a bird and sail away until the lights merely twinkled.

Mr. Sarr says that people in his area are simply nonplussed, and that the negroes are overcome with abject terror. Many of them shouted and prayed as if they thought the millennium was at hand.

Before finally disappearing the ship, for a few seconds, appeared to slow down and for a few moments was almost stationary, then, gathering speed once more, started off to the south at a rapid gait, and was not seen again.

Mr. Sarr says he is willing to make affidavit to all he has related above, and that he can produce 40 or 50 good citizens who are likewise prepared to do the same.

KENTUCKY

1897 April 12 (Mon) Louisville Evening Post, p. 3.

Flies By Night. / Mysterious Airship Seen at Anderson, Ind. / Was Low Enough to Hear the Wings Rattling.

ANDERSON, Ind., April 12 (Special).--The people of this town who have been laughing at the stories of an airship that was seen by people in many Illinois and Missouri towns last week are convinced today that reports were true. The mysterious fly-by-night was seen by 200 people of this town last night. It was flying so low the rattling of the wings could be heard and the large aerial flyer circled around over town for ten minutes before rising and sailing away to the north. The mayor of one Illinois town has written a signed statement for a Chicago paper telling of his look at the airship. He says it is the wonder of the century.

1897 April 13 (Tues) Louisville (Ky) Evening Post, p. 6. (card 1)

AIRSHIP PASSED IN THE NIGHT / ...

For the past few days reports have been flying over the country that a mysterious airship was passing over the land, and was apparently headed toward Kentucky. Strange were the stories told of this mysterious visitor. Wherever it went it spread terror and confusion among the stock and awe and superstition among men. A glance at this prodigy coursing through the heavens bright with red and green lights, caused cats and dogs to flee to places of safety, cows to bellow in their barns and horses to kick their stalls to splinters. In some of the small towns over which the airship passed it was supposed to be an omen of wrath to come. Revivals were held, and the inhabitants prepared themselves for the judgment day. It was last seen on Saturday at Winemas, a little town in Indiana. Now Augustus Rodgers of near Louisville claims it passed over Louisville last night.

Nothing had been heard of it for several days when Rodgers, who lives two miles south of the city, came out of his cabin an hour before daylight to attend to his stock. There immediately above him at a distance of 400 feet according to his story, was a terrifying and yet a beautiful sight. A huge, oblong shape, says Rodgers, apparently about 40 feet by 15 feet, brilliantly lighted, for it was yet dark, and flying through the air at a speed of 100 miles an hour, met his eyes. The vision, Rodgers says, was in the form rather of a barge than a ship, with massive proportions and solidity. Rodgers called to his wife, who came out, and together they watched the strange sight as it disappeared to the southeast. Before it vanished uncouth and enormous shadows flickered from all parts of the ship, and both Rodgers and his wife saw a form, like that of a man, standing at the front of the ship and directing its course.

Exactly ten minutes later John S. McCollough, who lives a short distance back of Churchill Downs, was driving down a lonely road toward town. It was still very dark, and McCollough had great difficulty in seeing the road before him, but it was suddenly illumined by a great light.

McCollough, who is a Bible scholar, was instantly reminded of the time in holy writ when the light appeared to Saul of Tarsus on his way to Damascus. He pulled up and tied his horse and stepped onto the road. As yet he could see nothing, but the woods and road were as bright as day. A moment later he heard a whirring sound, and the airship was over his head.

He says as the ship flashed out of sight a small black object leaped from off it and struck a few feet from McCollough. He picked himself up and went to it and found it to be a half-burnt coal.

Rodgers and McCollough are both reputable citizens and as they are willing to swear to what they saw their story is attracting attention. Altogether the whole affair is most incomprehensible and has an uncanny look.

1897 April 13 (Tues) Louisville Evening Post, p. 3.

Party of Morganfield People Anxious to See the Air Ship.

It is said that Charles Hart, of the Morganfield Sun, has been holding nightly [levees] on his roof to enable friends to catch a glimpse of the "airship" which has been flying around in that part of

The strange air ship was not seen in Springfield.

1897 April 16 (Fri) Louisville Evening Post, p. 3 (card 1)

Airship. / Mayor and Reputable Citizens of Russellville Saw It Last Night. / The Speedy Aerial Flier Also Convinced Skeptics in Todd County. / Is Said to Have Been Built in Glasgow and Conveyed to Another Town. / Letter from the "Pegasus."

WHAT THE AIRSHIP IS

The airship plod the azure fields, / And sailed the mountains steep. She toar the engy clouds above, / And thru the storms did creep. She flopt her wings ora wavin' grain, / The mity winds sha'd burn Sheavuz a pit cher to behoold / A beaut from stem to stern. The sity people watched all nite / For it to cum that way, And farmers grab'd their whiskers tite / For fear they'd be blo away. At last some blasted thing flew by, / Majestic, grand, serene An' next day all the papers sed, / "An airship has been seen." Jay birds wearin' bloomer pants / On Fridays will be seen, When we can travel thru the air / In a sho-nuff flying machine. It's jout ai plain opinyun this, / They ain't just what they seems They're simpy brayin' night-mules / Appearin' in our dreams.

--Ted Spoonward.

RUSSELLVILLE, Ky., April 16.--(Special).--The skeptics can hoot the airship idea all they want, but there is some sort of strange aerial cruiser in this part of the country almost every night. As many as ten reputable citizens have seen this fly-by-night, and they are willing to make oath to the statements. An oath is never necessary, however, when such men as Mayor Andrews, Col. James McCutchen the wealthy dry goods merchant, Dr. Charles Forehand, the noted "huskey root" purveyor give in their testimony.

These three gentlemen tell the Evening Post man that they saw the airship plainly and distinctly last night. They say they were attracted by the noise and, thinking it was wild geese flying over, looked up more through force of habit than through any expectation of seeing anything beyond the ordinary. They saw a queer-shaped thing circling around high up in the air. The head light or searchlight or whatever it is was flashing around a circle about fifty yards in circumference. They say it sailed off to the west after it had circled around over the town for a few minutes. It was speedy, and the light looked to be small, which is thought to be proof that the airship was high in the air.

Other persons in the country nearby report that they also saw the strange aerial visitor.

TODD PEOPLE SAW IT

Other Witnesses to the Truth of the Airship Story.

ALLENSVILLE, Ky., April 16.--(Special).--The airship is a certainty. While many people were joking each other about the "faks" night before last, a well-known farmer came in and made oath to the fact that he saw the thing flying around above his farm. This was taken with a grain of salt in spite of the gentleman's unquestionable standing, but last night five citizens of the nearby community saw it, and one negro says he could hear the machinery working as plainly as he can hear the noise of a train when it moves through the town. These gentlemen have certainly seen something and there is no discounting that. Your cor-

respondent has not seen the "sails," but he would stake his last dollar on the truth of the statements made by the men who have told him of the nightly flier.

BUILT IN KENTUCKY.
The Airship Dropped a Letter and Its a Penny(Elk)[?] Product.
Appleton, Wis.--[Pegasus story].
SEEN IN CLARKSVILLE.

CLARKSVILLE, Tenn., April 18.--(Special.)--The mysterious airship was seen by a number of citizens here last night, flying about a mile above the city in a northwesterly direction.

SEEN IN CHRISTIAN COUNTY.
HOPKINSVILLE, Ky., April 16.--(Special.)--The airship certainly and surely passed over this city about 9 o'clock last night. It was seen by men whose statements cannot be doubted. Marshall Fouks, a prominent citizen, saw it plainly from his porch, traveling in a northerly direction at a very rapid speed. It very soon disappeared.

1897 April 19 (Mon) Louisville Courier-Journal, p. 2. (card 1)

A
IS THIS IT? / Belief That An Air Ship Is Hidden In Kentucky. / INVENTION OF HARRY TIBBS. / He Had Been Working In Secrecy For Many Years. / HARRY T. B JOHNSON'S STORY. /

The mystery surrounding the huge air ship which many persons in different parts of the state claim they have seen floating through the air at the height of about 250 feet has been solved. At any rate, Mr. Harry T. Johnson, who resides on Market street, between Seventh, tells a story which he is positive will disclose the mystery.

Mr. Johnson says that in January, 1896, he was a member of a fishing party whose camp was located on the shores of Big Lake George in Florida. One day a stranger came to the camp and asked for a job as general utility man about the camp. The young man possessed a wonderful amount of general information and was extraordinarily intelligent. He was given the job he asked for, and in the course of a few days became a great favorite among the boys in camp. He and Mr. Johnson became good friends. He never told his name until one afternoon when the two were left alone in the camp. He then said he was Harry Tibbs and said that he was an expert civil engineer and electrician.

Tibbs went on to say that he had been working on an air ship for years and had exhausted his funds. In order to make more money to perfect his invention he had gone to Birmingham, Ala., where he thought he could get work. He was unable to do so, however, and wandered further south, where he hoped to secure employment, save some money and go back to Cincinnati, where the unfinished air ship was ~~xxxx~~ stored.

Tibbs told Johnson never to mention what he had told him. The young inventor was a great student and was the life of the camp. He remained at Big Lake George for several weeks and then left for Cincinnati. Before his departure he told Johnson that he had accepted a position as civil engineer for the Brush Electric Light Company, on Eighth street, in Cincinnati, and that it would not take long for him to complete his invention.

"Then, said he, "I am going to go down to the mountains in Kentucky make a more perfect ship and keep it there until I can secure a patent on it. I expect to make several tests of it in Kentucky before I apply for the patent."

Not long ago Mr. Johnson received a letter from Tibbs, which read as follows:

"I believe the ship is a success. I have made a trip in it by night from Cincinnati to Erie, Pa., and it works like a charm. You write to me at the address I have given you. If I don't answer you may know that I am in your state with the ship."

Mr. Johnson says Tibbs once gave him a description of the ship, which coincides precisely with the way it has been described by the persons who claim they have seen it. Mr. Johnson further says that Tibbs is not a crank, as many inventors are, but is an intelligent, bright young man, whose face showed that he had spent days and nights in trying to perfect the invention. Tibbs' idea in going to the Kentucky mountains was to keep any one from seeing the ship, for he feared some one might get an idea of the plan and beat him to Washington.

Col. Bennett H. Young said last night that he had been out on the Eighteenth-street road last Friday night, where he had been invited to speak, and while he was there a couple of men rushed into the hall and said that they had seen the air ship. Col. Young and others went outside and saw a small light over toward the Indiana knobs. It looked very much like a balloon, but no one believed it was the ~~xxx~~ air ship. It was regarded in the light of a joke, for the thing disappeared about two minutes after it had been observed. The two men, said, Col. Young, claimed that they had seen the thing in the afternoon.

1897 April 19 (Mon) Louisville Evening Post, p. 3.

Still Cruising About. / The Airship Seen by Bowling Green People Last Night.

BOWLING GREEN, Ky., April 19.--(Special.)--The supposed airship was seen here last night at 7 o'clock. In the western sky was a large moving light which disappeared after an hour. Scores of people saw it, but it was too far away to distinguish its form, except in an imperfect way. It disappeared due west.

Tues Apr. 20, p. 8--The Airship a Certainty.--Make this doubly sure by buying one of our choic carpets, and your "HEIRSHIP" will not be questioned.

Fri. Apr. 18, p.2--There's an Airship. / Nashville's Centennial Managers Say It Will Be Exhibited There.

NASHVILLE, Tenn., Apr. 16(Special)--The Tenn. Cen. managers say the arap is no fake, and that its owners are under contract to bring it to the Exposition, and it is expected here shortly.

1897 April 19 (Mon eve) Louisville Times, p. 2.

HAVE BEEN HITTING THE PIPE / Mercer County Man Says He Saw Angels Riding in That Air Ship. / Special to The Times

Harrodsburg, Ky., April 18.--There are people in this town and county who claim to have seen the aerial travelers in their craft sailing southward. One man who lives in the county, Mr. Samuel Bunnel thinks it was a celestial craft, with angels for passengers, who are reconnoitering this terrestrial sphere for some unknown purpose, perhaps with a view of locating a colony. He says when he drew his telescope on them he could see that the occupants of the contrivance had wings and were gorgeously dressed, and seemed to be playing on some kind of instruments. He thought he heard sounds like cymbals produce. Another man who peeped through the same glass says it was Elijah's chariot.

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

1897 April 19 (Mon) Daily News (Paducah, Ky.), p. 2 (card 1)

MADE OF THIN AIR. / The World Rubbernecks to See That Lightning Bug of the Heavens. / BOBTALLED COMET OR WHAT? / Far Above Paducah the Strange Voyager Flirts With the Sailing Man in the Merry Moon. / LITTLE 'STARS' WINK THE OTHER EYE. /

Has some star slipped his moorings and gone staggering through space like an aerial drunkard? Or has a new comet shed its tail and started on a tour of the firmament? Or has one of the heavenly bodies --busybodies would be a more appropriate name--been seized with a violent attack of St. Vitus dance? Or has some genius really invented an air ship that splits the welkin at its pilot's will? Or has the whole nation craned its neck star-gazing in an utterly foolish effort to see something that exists only in its own imagination? Or what? Yes, or what? That is the question that now curdles and fers ferments and congeals in the gray matter of the public. Some answer it one way and some another. The News declines to try to answer it at all.

But persons of undoubted veracity in many parts of Ohio, Missouri, Arkansas, Tennessee, Kentucky, Illinois, Indiana, West Virginia and perhaps other states say they have seen a queer aerial voyager of some sort within the last three weeks or so. And now this strange lightning bug of the horizon has paid the upper atmosphere of Paducah a visit. It has passed over low enough to be seen by the human eye, but high enough to avoid being arrested by the acute city officials for failure to take out license as a common carrier.

Friday night Mr. George Langstaff, Jr., and Judge I.M. Quigley were standing upon the front porch of the former's residence, on Court street between Seventh and Ninth, saw a light move across the heavens. They are confident it was the same strange meteor that has startled observers in such a number of towns in the central states since the 1st April.

About the ~~xx~~ same time Editor Starks and his wife witnessed a similar phenomenon from the front stoop of their home in Metropolis. Last night about 7:30 [?] o'clock [200] people gathered on North Fifth street in front of the Palmer house to watch a strange looking light which appeared to be moving in the northwestern horizon. Opinion varied as to whether the object was one of the planets or something more uncommon to mortal gaze. The crowd watched the light for nearly an hour. Some of the watchers swore that they saw the light move and flicker.

Balloonist Wm. Schumaker of Metropolis who has invented an air ship which he wants to try at his old stamping ground in this city, is feeling uneasy. He fears that some one has forestalled his discovery. He is now at St. Louis working up interest in his invention.

Two things are certain. Allowing that some one has solved the problem of aerial navigation, that lucky party has turned loose not one but a whole flock of the sky traveler, judging from the number reported to have been seen in different places at the same hour. The same genius has also put into practical use a medium of illumination far stronger than gas or electricity. /

Seen at Cairo, Too.

The Cairo Bulletin of Saturday said: "The great airship that has been seen in so many places recently passed to the westward of Cairo last evening about 8:30 o'clock [?]. Hundreds of people saw it and all recognized it at once by the descriptions given of it elsewhere. It was a really beautiful sight. As it moved very slowly westward about two degrees above the horizon various lights were displayed. Sometimes they were flaring and bright and sometimes varying in color, as if small cartridges of different colored Greek fire were ignited at intervals.

"After gazing upon it for a time the signal office was called by telephone to ascertain if its officers were on the alert for new heavenly bodies. When asked if they had been watching the heavens they replied promptly, 'Yes, we have; isn't it a beautiful sight.' 'Yes; say, do you think it is the same air ship that has been seen in so many other places?'"

"Then there came a laugh over the telephone and the reply, 'Haven't any doubt of it. The descriptions given tally exactly and it certainly has been on exhibition a great many nights. It is only the evening star, Venus, seen much magnified through vapory cloud strata; ~~xxx~~ very pretty, though, isn't it?'"

And that is all there is of the air ship hoax.

1897 April 21 (Wed) Louisville Evening Post, p. 2.

Flitted By. / Corbin and Madisonville See the Speedy Airship.

MADISONVILLE, Ky., April 21.--(Special.)--The airship was seen distinctly last night by Dayton Cooke, Robert Bradley, Mayor Holeman, A. Worley and others. There was great excitement, and the streets were crowded with people watching the aerial wonder.

*Th. April 22 p. 4--Kentucky Journalists Poke Fun at the Airship.
Georgetown Times. It is barely possible that the airship which was
seen in Mercer county one night last week was only a disguised tollgate
raider.

Owensboro Messenger. So many airships are now flying about that
are long aerial collisions will be another feature of news in the col-
umns of the up-to-date newspaper.

Hopkinsville New Era. The alleged airship is not the cow that
jumped over the moon, as has been suggested, but, very probably, the
planet Mercury.

Madisonville hustler. Anent (?) the airship that has so myster-
iously appeared and disappeared at different places recently, a
telegram is reported to have been received from Springfield, Tenn.,
Sunday night to the effect that the mysterious aerial visitor had
passed that place headed this way. Acting upon the information thus
received several of our citizens sat up till a late hour awaiting its
passage, but in vain.

Paducah Register. The airship may be a myth, but an airship is
quite as practical as many of the inventions that were a few years ago
declared to be impossible. Edison, now living, was denounced as a
crank because he contended that two telegraph messages could be sent
across the same wire at the same time.

1897 April 21 (Wed. eve.) Owensboro, Ky., Daily Inquirer, p. 1.

THE AIRSHIP. / The Henderson Journal Says Fred Frayser Saw It But Fred
Says No.

Henderson Journal: The air ship was first seen by Fred H. Frayser,
the well-known grocery man. Mr. Frayser spent Monday night at the
residence of Mr. and Mrs. William Elliott, on Terrace Hill. As he de-
sired to have xxxxx on an early train, Mr. Frayser rose shortly before
6 o'clock yesterday morning and walked out of the house to the street.
As he passed along he heard a whizzing, whirring sound that seemed to
come from a great distance.

Thoughts of the air ship immediately occurred to Mr. Frayser and
he cast his eyes heavenward. Then he saw a strange sight. About
3,000 feet above the earth was a queer looking object, speeding swift-
ly over the city in a northerly direction. Mr. Frayser described the
air ship as having a cigar shape, with a rotary screw behind and a
canopy above it.

Mr. Frayser says he didn't see the air ship, and did not hear of
it while in Henderson. Somebody put up a job on him, and it is his
opinion that he did not go out of the Journal office to do it.

1897 April 22 (Wed.) Louisville Courier-Journal, p. 4.

Madisonville's Got 'Em Now.

Madisonville, Ky., April 21.--(Special.)--Madisonville has been
sorely troubled of late on account of Hopkinsville, Clarksville, Owens-
boro and other rival towns anticipating her somewhat in glimpses of
the airship. This morning she is happy. Last night at 9 o'clock a
half dozen of her most reliable citizens had the pleasure of gazing
upon the long-sought object of her tender solicitude. This aerial
wonder hailed from the northeast and passed quietly and respectfully
over toward the southwest. And while her Mayor and Chief of Police
are both champion wing shots of the Pennyrite, Madisonville can not
boast like some of her erstwhile rivals that she so far forgot ordi-
nary proprieties as to shoot at the aerial flotilla, after luring it
hitherward by her natural refluency.

Apr. 11 (Sun.) Sect. II, p. 9. The Governor of Kansas has been 8
"seeing things." He calls them "visions." One of these visions was
an airship which he says appeared to him in the night, in the form of
a bright light roving about over the streets of Topeka. It is probably
a simple explanation of this vision to say that the Governor is a Kansan.
If, however, any additional explanation should be required it is per-
haps sufficient to refer to the able editorial of the Larned (Kans.)
Chronoscope which we quoted the other day, and which assured the world
that in Kansas, "for years we have been drinking whisky made of concen-
trated lye and rainwater, and beer that tastes like printer's ink
sauce."

1897 April 11 (Sun.) Louisville Courier-Journal, p. 9. (Third 1)

PILLAR OF FIRE. / Strange Light Seen in the Northern Heavens. / Many
Thought it the Appearance of a New Comet. / WAS IT THAT AIR SHIP?

If the air ship has been scooting back and forth through the
heavens for the past month or more is no more substantial than the one
which a dozen or more policemen and citizens saw at midnight Tuesday,
it is a twin sort of a sham indeed. Ed. Farrell, one of the members
of the life-saving crew, can claim the honor of exploding all the high-
ly colored stories of starving men and the unmanageable and untamed
piece of air mechanism.

Farrell was on the late watch Tuesday night and while in the tower
at midnight taking a survey, preparatory to making his watch report, he
discovered a pillar of fire in the northern heavens. The sky was par-
ticularly clear. The moon was just rising in the southeast. The
pillar stood out in bold contrast with the clear blue of the sky. It
was of a dull red color and was just a few degrees east of the north
star. The pillar was about two feet and a half wide and perhaps twenty
feet long. It did not reach as far down as the horizon and stood al-
most perpendicular.

There was no movement to the strange phenomenon. Farrell at no
time thought it was the much-talked-of and written-about air ship, but
concluded that he had discovered a new comet. He secured his glasses
and made another inspection of the pillar, expecting to find a star at
one end. In this he failed, but he watched the strip of light for
about five minutes, during which it gradually faded away. It seemed to
be a nebulous gathering through which he could see very readily. There
was absolutely nothing about the phenomenon as substantial as an air

202 ship would be. He is of the opinion that the light was the wake of a
meteor.

Mr. C.A. Myers saw the same curious phenomenon. He is ready to
swear, so it is said, that the light was caused by the air ship, which
for some reason seems to be hovering about Louisville.

Capt. John Tully, of the No.6 Enginehouse, and the rest of the mem-
bers of the company saw the light also. They were all up, having just
returned from a run with the engine. One of the company called atten-
tion to the peculiar sight, and the men at once concluded that it was
the air ship. A member of the company said last night that it must
have been the air ship because he did not know what else it could be.
The light, he said, moved in a northwesterly direction until it finally
disappeared.

Others who saw the light and who believe it was made by the air
ship are Lieut. Jefferson, of Seventeenth-street station; Mike McCue,
Mad Connelly, Pat Kilgareff, Joe Eisert and George Booth. They all
believe the light was the air ship because they could account for it
in no other way.

1897 April 22 (Thu) Daily News (Paducah, Ky), p. 2.

N., C. & ST. L. TOWNS. /.../ THE AIR SHIP VISITS GALLOWAY. /.../ (From
Murray Ledger, 22nd.)

The airship which has been seen at different points throughout the
country passed over Murray Tuesday about 8 o'clock. It was noticed by
a number of citizens. It is described by W.O. Wear, John Mills, Joe
Radford and other gentlemen who were looking for it as a large cigar-
shaped affair with immense wings. It was not very high here and the
gay ropes and rods could be seen. The searchlight in the bow of the
concern threw its rays a great distance ahead. Four men could be seen
in the ship and they frantically waved at people who saw them. The
machine took a zig-zag course and seemed to be unmanageable. It is the
general opinion that the machinery is out of fix and the thing is
wandering aimlessly about and its occupants are slowly starving and
freezing to death, being unable to come down. /.../

Some of the boys sent up a paper balloon. Many citizens thought
it was the air ship and much excitement was created. A cotton ball
saturated with burning turpentine was attached to the balloon, which
made a very good "searchlight."

1897 April 23 Louisville Evening Post, p. 3 (Fri).

Omnipresent. / That Airship Is Everywhere at Once and Everybody Sees It

There is either an airship or else there are some mighty good men
who have been badly mistaken. From Rich Pond, Ky., comes a letter from
Mr. H. P. Jordan, the well-known merchant, in which he says: "While
returning from Bowling Green Tuesday night I saw the airship and it
was a beautiful sight. I had supposed it was a fake, and was greatly
surprised to see with my own eyes an aerial flyer that seemed to be
lighted by electricity and going at about the rate of a passenger
train. It flew directly over Rich Pond and was seemingly about 200
feet above me. Mr. B. L. Bender, of this place, also saw it, and he
gives in substance about the same account as mine. There is some sort
of airship, and we saw it down this way."

ditto/ Can't Be Doubted. / Three More Reputable Citizens See That
Ubiquitous Airship.

BEREA, KY., April 23--(Special)--It is claimed that the airship
passed over this place this week and was seen by three of the citizens
here. Mr. Joe Johnston, the owner of a livery stable, was returning
from the country about 10 o'clock, and saw an object in the sky with a
light in each end. It was traveling in an easterly direction. Mr.
Golden also saw a similar object the same night as it passed the
village. He says his attention was first directed to it by hearing a
peculiar noise above. He called to his nephew to witness the strange
sight. The men say it was not very high. All are men whose veracity
cannot be doubted.

1897 April 23 (Fri) Paducah (Ky) Daily News, p. 3.

News Via Airship / A Heavenly Lightening Bug Brings Items of the Entire
Section.

(From Metropolis (Ill.) Republican, 22nd.)
Nightly providers have seen imaginary flying ships during the past week.
(From Clinton Democrat, 22nd.)

The reason the editor was not written several columns about the
airship is plain. He had his doubts about it, as most other honest
people had, no doubt. He likes a liar, but he draws the limit at air
ships.
(From Mayfield Monitor, 22nd.)

The air ship was seen by a number of Mayfield people Monday night.
The light from it was dimly visible high in the heavens and some view-
ers thought they could see the outlines of the strange craft. A closer
inspection, however, showed the wonderful object to be a lightning
bug, the first of the season, and the consequence was a disappointed
crowd.
(From Princeton Republican, 22nd.)

Sunday night the airship was seen at Princeton by several responsi-
ble parties. Mr. Pasteur watched till nearly midnight and could
plainly see it scooting through the heavens toward the west. The same
night a farmer named Cross, living four miles east of here, got the only
message yet received from the sky sailer. This letter gotten by Cross
was picked up a few feet from his barn about (1) o'clock Monday morning.
He brought it to town and the Republican reporter succeeded in getting
all of it. It reads: Enroute, April 13, 1897. Dear Friends: Pardon me
for taking up your time, but I am the inventor of a machine which
burns the wind at a 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 rights. I haven't any news ex-

cept that I am enjoying myself hugely. X.Y.Z.
[From Marion Press, 22nd.]

For several weeks the newspapers have contained accounts of a huge airship seen floating over various sections of the country. Sunday night about 9 o'clock two reputable citizens of Marion, Messrs. Robert Hodges and J.C. Elder, Jr., were startled by the appearance of a huge light far up in the heavens southwest of town. To them it appeared like a big electric lamp; at one moment it was brilliant and then it diminished in size to a mere speck in the blue dome. They watched it for more than thirty minutes as it floated off to the west and disappeared from their range of vision.

1897 April 24 (Sat) Louisville Evening Post, p. 2.

Aerial Flyer. / Seen by Reputable Citizens of Lewisburg Last Night. LEWISBURG, Ky., April 24 (Special)--The light of the supposed airship was seen here last night by fifty or more people. Some of the most reputable citizens saw it and noted its movements. They say it was moving a little south of west, and appeared to be going at a xxx rapid rate of speed. Its outlines were plainly observed and many good citizens will swear that it was the aerial flyer.

1897 April 24 (Sat morn) Owensboro, Ky., Messenger, p. 4.

Seeing the Airship. / Still Flutters Around Over Kentucky, According to Reputable Citizens.

Perea, Ky., April 23.--It is claimed that the airship passed over this place this week and was seen by three of the citizens here. Mr. Joe Johnson, the owner of a livery stable, was returning from the country, about 10 o'clock and saw an object in the sky with a light in each end. It was traveling in an easterly direction. Mr. Golden also saw a similar object the same night as it passed over the village. He says his attention was first directed to it by a peculiar noise above. He called to his nephew to witness the strange sight. The men say it was not very high. All are men whose veracity cannot be doubted.

H.F. Jordan, the well known merchant of Rich Pond, Warren County, Ky., says: "While returning from Bowling Green Tuesday night I saw the airship and it was a beautiful sight. I had supposed it was a fake, and was greatly surprised to see with my own eyes an aerial flyer that seemed to be lighted with electricity, and going at the rate of a passenger train. It flew directly over Rich Pond, was seemingly about 100 feet above me. Mr. B.L. Bender, of this place, also saw it, and he gives in substance about the same account as mine. This is some sort of air-ship, and we saw it down this way.

Apr. 16. Arap distances train, Ia.

27. p. 9. That Air Ship--seen & described. w 2 men above, 1 airship supposed to attend local sale.

28. p. 10. Joseph McKite--balloon.

29. p. 11. Airship from Newport, Ky.

30. p. 12. Saw the Airship.

31. p. 13. May 12.--An airship passed over Hanover this morning, and was scientifically viewed and described by the college professor.

1897 April 24 (Sat) Paducah(Ky) Daily News, p. 3.

[From Princeton Banner, 23d.]

Mr. Samuel McElbrich and family, of this place, profess to have seen the aerial visitor on Saturday night about 9 o'clock. The rapidity of the moving object prevented them from getting a correct impression of its shape and size, but they saw the lights that it threw out and its bulk pictured against the sky.

[From Hickman Courier, 23d.]

The appearance of the so-called airship reported from various sections seems to vary at different points. Some are able to see it through a common tumbler, a champagne glass or a smoked glass while others require a demijohn or a quart bottle--bottom up.

26. p. 3 [From Murray Times, xxxix 27th.]

On the night of April 20, Burnett Holland and J.W. McDonald, who had been wasting sleepless nights watching for the great mysterious were rewarded at 7:30 o'clock when they discovered a real air ship sailing around in the heavens to the east of town.

May 15, p. 3 (Sat.) [From Bardwell Star, 14th.]

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Cyclones will probably abandon the old style garb of a balloon or funnel and come out in a fashionable cigar shaped costume this season.

April 17, p. 3 [From Mayfield Mirror, 16th.]

Lawyer Tom Wallace and Jess Scott declare they saw the air ship here about 10 o'clock Wednesday night. They must have been making astronomical observations through a bottle.

Apr. 9, p. 4: Paducah's arap line--Wm. Schumaker invents arsp.

21.1 Arap & Tariff--fr. St.L PD.

22.4 Arap man here again--Schumacher in city to confer with owners of park to build ship there.

1897 April 25 (Sun) Louisville Courier-Journal, sect. 11, p. 6.

SAW THE AIR SHIP. / Thomas J. Cosey, an L. & N. Clerk, the Latest Witness of the Freak. / Was Shaped Like a Cigar and Traveled 100 Miles an Hour.

Thomas J. Cosey, a clerk for the Louisville and Nashville railroad, who resides at 1237 13th street, says that he arose early yesterday morning and was standing in the rear of his home, when he heard a buzzing sound over his head. He quickly looked up toward the sky and saw the much-talked-of air ship just as plainly as if it were before him on the ground.

Mr. Cosey said: "The ship was going directly south. It was at a height of about 200 feet, and looked as though it was sailing through the air at the rate of about 100 miles per hour. A man was standing in the rear of the lower part of the ship, which was shaped exactly like a big cigar. He looked at me, and I waved my hat. Two other men were sitting in the helm. The man in the rear dropped a card, which bore the words, 'Mattoon, Ill.' I do not know whether to believe the ship was from Mattoon or not. When I saw the card falling I watched its course, and found it on 13th street several hundred yards from my house.

"Many people do not believe there is such a contrivance as an air ship, but I saw it with my own eyes. It did not take it long to pass out of view. I watched it until it had disappeared in the clouds far to the south."

Station keeper Tom O'Neil, of Central police station, says he saw the ship about the same time that Mr. Cosey did.

1897 April 25 (Sun) Owensboro (Ky.) Daily Inquirer, p. 1.

Saw the Airship.

Lewisburg, April 24.--A profound sensation was created here last night by the discovery of the lights of an airship moving in a south of west course and at a great height. It was witnessed by a great number of our most reputable citizens. There can be no doubt whatever that it was the airship that is said to have been seen in so many places.

April 16, p. 1.

Russellville, Apr. 16.--Several reputable citizens saw the airship last night.

Illinois and Iowa. Several of the best people of this place last night saw the airship which has been seen in various places in Illinois and Iowa.

1897 April 26 (Mon) Louisville Evening Post, p. 2.

They Saw It. / Airship, Like Banquo's Ghost, Just Will Not Down.

CLARKSVILLE, Tenn., April 26.--That mysterious airship was seen here at 9 o'clock last night, flying about a half mile high, and disappearing in a westerly direction. It could not have been a star, as it was too close and it was cloudy and sprinkling rain. It carried a very bright light as it darted fast through space.

1897 April 26 (Mon) Daily News (Paducah, Ky.), p. 1. (card 1)

THAT AIR SHIP. / Is Out of Order and is Now Resting for Repairs in the Tennessee Mountains

CHATTANOOGA, Tenn., April 25.--The air ship reported almost daily for the past three weeks as having been seen in different sections of the country is said to have been seen at this place. It is said that the machine met with an accident to its working gear last night, and the navigator was compelled to descend for repairs.

Instead of being cigar or balloon shaped it is said to be in the exact shape of a snail, minus head and tail. The metal is aluminum, bound around with thin strips of steel. On each side of this are two large wings, which are fixed to knuckle and socket joints. The wings can be moved up or down, back or forward, or in any direction. This makes the ship rise or fall without any loss of gas.

Two motors, one electric and the other naphtha, give the motive power. It is said that from the stern there is a propeller at least nine feet in diameter, which has a maximum revolution of 900 turns a minute. The snail shaped portion is filled with hydrogen gas, having a pressure of twenty-seven pounds, and a lifting capacity of 1800 pounds.

The passenger car underneath the ship is nine feet long, four feet wide and three feet deep, and is made of bamboo and aluminum strips, which combine strength and lightness. The navigator is said to carry provisions in the shape of canned goods and compressed biscuits. Aluminum vessels comprise the culinary utensils.

Several presumably truthful citizens of this city have given the foregoing account of the vessel. They say that they came upon the vessel resting on a spur of a mountain near this city. Two men were at work on it and explained that they had been compelled to return to earth because the machinery was out of order. One of the men said his name was "Prof. Charles Davidson." He is alleged to have said that the vessel left Sacramento a month ago and has since been sailing over the country. /

Saw the Air Ship.

LOUISVILLE, April 25.--Thomas J. Casey, a clerk for the Louisville and Nashville railroad, who resides at 1227 Thirteenth street, says that he arose early yesterday morning and was standing in the rear of his house, when he heard a buzzing sound over his head. He quickly looked up toward the sky and saw the much talked of air ship just as plainly as if it were before him, on the ground.

Mr. Casey said, "The ship was going directly south. It was at a height of about 200 feet and looked as though it was sailing through the air at the rate of about 100 miles an hour. A man was standing in the rear of the lower part of the ship, which was shaped exactly like a big cigar. He looked at me and I waved my hat. I saw other men were sitting in the helm. The man in the rear dropped a card, which bore the words 'Mattoon [sic], Illinois.' I do not know whether to believe the air ship was from Mattoon or not. When I saw the card falling I watched its course and found it on Thirteenth street several hundred yards from my house.

"Many people do not believe there is such a contrivance as an air ship, but I saw it with my own eyes. It did not take it long to pass out of view. I watched it until it had disappeared in the clouds far to the south."

Stationkeeper Tom O'Neil of Central police station, says he saw the ship about the same time that Mr. Casey did.

1897 April 27 (Sun) Louisville Courier-Journal, p. 5.

Doc Starbuck / Dropped from the Airship as it Passes Over Corbin. / ...

three miles per hour--but nowhere, save near Denver, Col., did we halt. Near this city our feather-jib loosened and we descended to repair it. Here we were interviewed by some of the farming people. "I can state generally, for public information, that the Baglet is constructed of aluminum and linen, has two fore-and-aft propellers, four fans each, two bat wings on either port, is capable of holding five passengers and provisions, and, supplied with a compressed gas, an hundred times lighter than air, can remain suspended or in motion for seventeen days, according to the consumption of gas. This product is the result of an eminent scientist of France. Further than this, I can say nothing.

1897 April 27 (Sun) Louisville Courier-Journal, p. 5. (card 1)

THE AIR SHIP / Mystery that is Holding the City in Awe. / ONE MAN'S STORY. / Says He Has Traveled On the Vessel To Evansville. / LETTER FROM ITS "MASTER."

Is the air ship a reality? Has it really been hovering around the city for the past few days? Is it now concealed in some secluded spot only a few miles from the city?

"Years, money and talent have been expended in the construction of similar machines, and almost all were built upon a misconception of the idea. Our perfected model, easily handled, safe and shandy, will be exhibited in due time to the public. As yet our patent papers are in embryo. Until then have a patient faith in the genius of man, nor doubt that yourself, your aunts and cousins may ascend in New York at 6 a.m., reaching London the following afternoon. R.L. SMELLING."

These are questions which are suggested by the numerous and varied rumors which were afloat yesterday and last night about the alleged mysterious visitor. The will-o-the-wisp which has been interesting the whole central part of the country for weeks past has seemingly been brought right to our doors, and it remains for some daring explorer to ferret out the deep, dark mystery which hangs about the affair, and win to himself glory, beside which Stanley or Hansen will pale as the tallow-candle beside the arc light.

Several little incongruities may be mentioned in connection with the letter. It will be observed that the altitude said to have been reached was ten miles, at which altitude the generally accepted theory has been that there is not enough air to support animal life, and that the temperature approximates that of the north pole. It is also evident that the air ship descends every day to get a copy of the Courier Journal, and that when she started yesterday and Mr. Smelling dropped his note he had some misgivings and descending concluded himself to bring it to the Courier-Journal office, masquerading as Joshua Gates. The handwriting in the letter and the note on the back of the envelope are evidently the same.

A mysterious visitor entered the Courier-Journal editorial rooms early last night. After talking a while he became confidential, and let out the information that he himself had seen the air ship; in fact, that only yesterday he had taken an aerial voyage on it. He said he had gone to Evansville on the ship, starting from some point near Louisville. There were five men in the party, but one of them was taken ill and left at Evansville. Last night they returned and alighted at a point near Jeffersonville, where the ship, he said, was concealed while he was talking.

Again Mr. Smelling calls his craft "The Baglet," which is far from being expressive and romantic than that chosen by the aerial navigator who wrote the Courier-Journal a not the day before and called the ship "The Illuminati."

"To-night at 11 o'clock," said the visitor, "we will start from Jeffersonville for a trip across the Atlantic. We expect to go direct to London, and I will send a cablegram from there Monday to the Courier-Journal. If a reporter for the paper will meet me at 11 o'clock to-night I will take him over to Jeffersonville and show him the ship before we start, and take him to Europe with us if he would like to go."

1897 May 2 (Sun) Louisville Courier-Journal, sect. 1, p. 10.

The reporter was more than anxious to go, and was on hand at the time and place appointed, but the mysterious man failed to show up.

SAW THE AIRSHIP. / A Middlesborough Man Willing to Make an Affidavit. / Middlesborough, Ky., May 1.--(Special).--The famous air ship can not be a myth, as it was plainly seen in this section last night. Gillis Hendricks, section foreman on the L. & N. railroad, is willing to make affidavit to that effect. He describes it as being a conical-shaped affair, carrying blue and white signals, and says it did not travel 30 seconds in any given direction, but veered alternately to the four winds. Hendricks' story is laughed at, but he swears that it is true.

There is other testimony to the effect that the air ship has been seen in this vicinity recently. Within the last few days at least a dozen reputable citizens have told the Courier-Journal that they had seen it. The matter has been a subject of very general gossip about town recently, and there are many people who implicitly believe that the problem of aerial navigation has been successfully solved.

1897 May 11 (Tues) Louisville Courier-Journal, p. 4. (card 1)

From still another source comes information of mystery. The following communication was received through the mails by the Courier-Journal last night. It was mailed from Louisville:

LUMINARY / Describes a Circle and Sails For Indiana. / WAS IT THE AIR SHIP? / Many Witnesses Saw the Strange Visitor. /

Louisville, April 29, 1897.--Editor Courier-Journal, Louisville, Kentucky: I have flown about the State of Kentucky, revisiting the scenes of my childhood and early manhood. Now I am off to the European continent. You will hear of me Monday, 3d of May, over Constantinople. Reason why I never alight on terra firma, where my ship can be seen, is obvious, viz.: I am the MASTER OF THE WORLD. Kindly yours,

The air ship has been seen again. It has presumably returned safely from its European trip, for last night it appeared over the city, and was seen moving toward Jeffersonville, where it has a refuge, according to the "Master of the Illuminati." This time the "what-is-it" was seen by too many reputable citizens to admit of a doubt that there was something passing over the city, but whether it was an air ship or a balloon remains an unsolved problem.

"MASTER OF THE ILLUMINATI" These evidences of the existence of a machine which, if it is really a fact, will be the wonder of the wonderful Nineteenth century, are given for what they are worth. Seventy million people are waiting expectantly for the man who will verify or disprove them, and the time has come for the discoverer who will put Hansen in the shade. An expectant public breathlessly watches for his appearance. Will he step forth?

It was about 8:45 o'clock that the apparition appeared, an hour rather too early to allow the charge that the observers could see two moons. At that time there were several well-known citizens standing at the corner of Fourth and Jefferson streets talking. They saw a bright light in the eastern sky, described by one observer as about the size of a hat, which approached them rapidly. It seemed to be moving in a direction a little north of west, and appeared to be coming almost above Jefferson street. When apparently nearly overhead, however, it veered sharply to the north, and after describing a circle disappeared in the direction of Jeffersonville.

1897 May 11 (Tues) Louisville Courier-Journal, p. 5. (card 1)

LETTER / From a Navigator in the Air Ship. / CRUISING OVER LOUISVILLE. / Moves Eighty-Three Miles an Hour Ten Miles From Earth. / TRIP TO INDIANA.

Mr. Isidore Wittelschofer, of the firm of Rosenham & Co., was one of the observers. He said: "When I first saw the light, it appeared to be moving almost straight down Jefferson street. It was coming quite rapidly, and moved entirely too fast for a balloon, I think, especially in view of the light wind which was blowing. It came straight on until it was nearly overhead, when it turned and made almost directly north. Immediately afterward it apparently described a complete circle, and then continued on its northerly course, disappearing in the direction of Jeffersonville. I could not tell how high it was. It might have been a mile or so, or only a few hundred feet. I did not think it was very far off."

The air ship is still in the wind. Last evening an envelope addressed to the Courier-Journal was left on the counter in the business office on the back of which was the following note:

Charley King, who is employed at Rosenham's, said: "Yes, I saw the air ship, or whatever it was, very plainly."

"Found near the corner of Twenty-eighth and Portland avenue by Joshua Gates."

The testimony of several other witnesses was practically to the same effect, and all agree on the main details. The matter was the subject of general comment on the down-town streets last night. Those who [had] seen the light seemed to incline to the belief that it was something more than a balloon, but others were decidedly skeptical.

The envelope contained the following letter: "On Board the Baglet, near Louisville, April 30, 1897.--We are greatly amused over the newspaper information concerning the flying machine. It appears that 50 per cent. believe the stories and 50 exercise a heroic impartiality, believing 'nothing in it.'"

Observer O'Connor, of the Weather Bureau, says that at the time of the vision the wind was blowing steadily from the south, and had been in that quarter for several hours. It is said that the light disappeared behind one side of the Equitable building, and almost immediately reappeared on the other side. That being the case it was evidently not far off, or it could not have covered so many degrees of the horizon in so short a time. This proves that it was not high in the air, or the building could not have obscured it when so close. All of which goes to show that the light was probably low enough to be reached by the current of air blowing on the surface, and, therefore, if it had been a balloon it would have drifted steadily from the south to north instead of describing eccentric curves and circles. The Courier-Journal has had communications recently from the

"At any rate, the aerial machines hovered over your city under the broad sunlight of April 28, and but that people will not look up, thousands might have seen the Baglet gracefully sailing toward the South at a downward speed of thirty miles an hour, capable of attaining full speed with great pressure of an hundred miles in the space of time. "Such an experiment is a success, as our voyage from Los Angeles, Cal., eastward will prove. "The true altitude attained during the trip was about ten miles, and totally avoiding topographical prominences, with a varying tack, east and south, of perhaps fifty miles, and a mean speed of eighty-

"Master of the Illuminati" and Snelling, of "The Farler," in regard to the air ship. If either is now rendezvoused in the wilds back of Jeffersonville he will ease the mind of an harassed public by coming forward and stating whether it was his craft which last night passed over the city.

TENNESSEE

1897 April 14 (Wed) Nashville American, p. 8.

SAW THE AIR SHIP. / SOME GOOD PEOPLE OF ROBERTSON COUNTY THINK THEY DID. / ~~NEVER~~ Describe it as a Monster of Ferocious Mien, Which Scared the Darkies--Reads Well, Anyhow. /

SPRINGFIELD, April 13.--(Special.)--The statement was made to "The American's" correspondent this afternoon that an air ship, or whatever it may be, was seen in the heavens near Adairville, Ky., last night, and that it created great astonishment and terror among the people. "The American's" informant was John S. Sarr, who is a well known and substantial farmer, who lives about two miles this side of Adairville, in Robertson County.

Mr. Sarr stated that the strange aerial navigator appeared in the northern horizon about 8:30 p.m., and was viewed for an hour by the excited populace. The light, he stated, was about the size of an ordinary locomotive headlight, but was brighter, and from the effulgent rays shed by the monster he judged it to be electric.

The attention of those who first saw the air ship was attracted by a bright light appearing at least twenty inches in diameter, the reflection from which passed along what appeared to be a steel body, the length of which Mr. Sarr estimated at from twenty-five to thirty feet. The object was about three-quarters of a mile high.

On either side of the strange visitor were large projections, which at short intervals could be plainly seen by the astonished watchers, and which were doubtless propellers or wings. Upon the forward end a bright light was discernible, which was evidently used as a headlight, and upon the rear was carried a red lantern.

The phenomenon was witnessed for fully an hour before finally disappearing. At times it would remain almost stationary, then again it would dart off with the velocity of a bird and sail away until the lights merely twinkled.

Mr. Sarr says the people in his vicinity are simply nonplussed, and that the negroes are overcome with abject terror. Many of them shouted and prayed as if they thought the millennium was at hand.

Before finally disappearing the ship, for a few seconds, appeared to slow down and for a few moments was almost stationary, then, gathering speed once more, started off to the south at a rapid gait, and was not seen again.

Mr. Sarr says he is willing to make affidavit to all he has related above, and that he can produce forty or fifty good citizens who are likewise prepared to do the same.

The strange air ship was not seen in Springfield.

1897 April 14 (Friday) Daily Leaf-Chronicle (Clarksville, Tenn.), p. 1.

THE AIRSHIP SEEN HERE. / A Number of Reputable Colored People Saw It in The Sky / Last Night While They Were en Route to Church About 8 O'clock. / Appeared to be About a Mile From Earth, Traveling in a North-Westerly Direction. /

The mysterious air-ship claimed to have been seen at different places in this section quite recently, has been seen by Clarksville people, so a number of colored citizens reported at the office of the Leaf-Chronicle this morning. Last night about 8 o'clock while Elder A. P. Wimberly, pastor of Mount Olive Baptist church, Elder A. L. Lewis, Pleasant Pinnick, who is employed at Jarrell's wagon factory, his wife and his wife's mother were in the act of leaving Pinchen's home on Main near Lievenh street, to go to church, the air-ship was seen by Wimberly, who called the attention of the others to it. The ship appeared to be about a mile from the earth, was flying a number of miles northwest from the city, now far those who saw it cannot tell. They are all positive as to what it was from what they have read of it, and state that its movements were very swift at times. The colored people viewed the flying object for perhaps twenty minutes, until it was hidden from their sight by trees and buildings. They are positive it was not a star, balloon, kite with a light attached, or anything of the sort, that it was too large and the light shed from it too bright, resembling more than anything else, the headlight of a locomotive. The strange thing, at times, would take circuitous turns, darting with great rapidity through space, and again it would assume a direct, steady motion.

William Tanner, an employee of the Electric Street Railway, states that he saw this air-ship night before last, flying over base ball hill, in South Clarksville, where Tanner lives. He describes it in much the same manner as the colored people.

1897 April 16 (Fri) Daily Sun (Nashville, Tenn.), p. 2.

IT IS SURELY HERE. / The Mysterious Air Ship Is Seen by Reputable People. / The Shape and Different Lights Clearly Described. / It Comes Near Earth at Night for Electrical Energy. /

"It" is here. "It" is the wonderful and mysterious air ship that has been disturbing the inhabitants of several Western States for the past month. At first "It" was supposed to be headed for Dwight, Ill., but when "It" hovered over Chicago for a number of days and was seen by several policemen and other reputable citizens whose veracity has never been questioned, "It" became an assured fact, instead of a mythical "what is it."

The first knowledge that it was headed in this direction was given in The Sun on Tuesday morning in a telegraph from Chicago stating that A. C. Clinton, of Omaha, wanted 87,000 square feet of space for his air ship. The ship is said to comfortably seat sixty persons and ascend to a height of 20,000 feet.

205 Prof. Clinton evidently does not propose that his wonderful invention shall lose its novelty prior to May 1, as he ascends to such a height during the day that as yet it has not been seen during daylight. At night he descends toward the earth for the purpose of restoring his batteries from the electrical energies of this sphere that is called the earth.

It is during these nocturnal visits that the air ship is seen. Naturally it is seen but by few people, and the description varies greatly. Monday night it was seen in various places in Illinois and on Tuesday and Wednesday nights in Kentucky.

At 11:27 last night it was first seen by James C. James, who lives between St. Cecilia and the Jewish Cemetery, in North Nashville. He immediately telephones The Sun and gave the following description. He said:

"I was just about to go to bed when I was attracted by what I supposed to be a shooting star. On taking a second look I saw that the light was sometimes in a horizontal and other times in a perpendicular position. It appeared to me to be something like a locomotive headlight moving from side to side and up and down. Then I saw a red light and in a moment a green one. They gradually disappeared until lost to view. Five minutes later I saw the white light, dim at first, then brighter and brighter. I then saw behind the light a cigar-shaped form about forty feet long, conical or cigar shaped.

"Just as I saw it clearest it switched off to the northwest and in a moment was gone. It was certainly an air ship. My hired man and daughter also saw it. No, I had not been down town and there is not a saloon within ten blocks of my house."

There is no doubt about "it." Several parties in New Town saw a mysterious light in the heavens. Four policemen reported by telephone to the Sergeant that they had seen red and green lights that they had never before noticed. The motorman of the last Beuna Vista car said he had seen a white light that appeared to be directly before him but could give no further description of it.

"It" is here and every description of it coincides with that in the papers in different localities. The air ship that appeared in Omaha and Chicago is certainly in or near Nashville.

About 2:45 o'clock this morning, as Dr. W. R. Tune, of No. 316 North College, was crossing the bridge, answering a late call, his attention was attracted by a moving light of extreme brilliancy which appeared to be turning the bend of the river across the wooded point opposite the Hospital. Dr. Tune states that he at first thought the light was attached to the stacks of a steambot, but a very few minutes dispelled any such idea. The light was traveling at a rate of speed never attained by a steambot. He says only a few seconds were required in traversing the distance from the old reservoir to the upper wharf. Then he gained the first glimpse of the strange nocturnal visitor. In distinct view, from the bridge, by the gleam of the arc light at the foot of Broad street, were revealed the outlines of what is undoubtedly a bona fide airship.

The brilliant light which first attracted his attention was attached to the bow of a long, cigar-shaped object which was speeding through the air with lightning-like rapidity. As soon as the ship got opposite Broad street several broad plates which extended at right angles to and above the vessel on both sides, were shifted, the clank of machinery being faintly heard, and in a moment the monster mounted to an altitude of over 800 feet and changed its course to a northwesterly one.

Dr. Tune states that the progress of the ship was not marked by any noises save a whirring sound. He estimates the machine to be about sixty-five feet in length, and says it has a round, pointed, cigar shape.

From his description there can be no doubt it is forced through the air by large propellers located about the stern, and that it has appliances of the aeroplane variety for elevating or depressing its altitude. He says that after clearing the tops of the Market-street houses it gradually rose higher and higher until it had reached a height of over 500 feet, its searchlight being constantly shifted from right to left, up and down. He also noticed two smaller lights near the stern of this remarkable vessel, one red, the other green. When last seen it was speeding in a northerly direction. The Doctor was indignant at the slightest question implying incredulence, and stated very emphatically that he had \$500 which had been recently paid to him on a judgment in a damage suit against the city, for personal injuries, which he would be glad to bet any man that this ship did pass over Nashville as stated.

Sylvester Carter, porter of Ye Old Inn, was standing in front of the saloon on Cherry street shortly before 8 o'clock, and he was paralyzed by seeing what he designated "an electric car" passing far over the houses on College street. He immediately called Mr. Ben Brown, who rushed to the front, but too late to see anything but an indistinct form and the tiny twinkling red and green lights of the ship as it passed out of sight in a northerly direction.

A number of gentlemen who had been enjoying a quiet dinner at one of the swell up-town hosteleries were standing at the corner of Cedar and Cherry streets when the airship passed over. The party was composed of Messrs. M. Bert Pletz, S. Chester Keller, George Johnson, Ed Fred S. Mulligan, Senator Ryan and Dr. Harry Saxton.

Their attention was directed to it by Mr. Johnson, who is something of an expert in the aeronautic line. It was sailing gracefully, about 3,000 feet above earth and its form was clearly outlined against the skies. Their descriptions corroborate in every respect the dimensions and general aspect of the vessel as described by Dr. Tune.

Quite a number of people living in the northern portion of the city, telephoned the police station in regard to the strange monster seen floating high above and bearing a bright white light and two smaller colored ones.

Although decried (sic) by several members of the force, it has attained such a height that its outlines were very indistinct. (Overlook) to the extreme lateness of the hour no further facts in regard to the strange aerial visitant up to the time of going to press (sic).

1897 April 16 (Fri eve) Nashville (Tenn) Banner, p. 1. (cap 1)

THE AIRSHIP IS COMING. / Should Reach Nashville Within Twenty-four Hours. / Under Contract to the Centennial Management. / It Will Be the Greatest Aerial Voyage of the Present Century.

The most wonderful aerial accomplishment of the century is near at hand and will ~~xxx~~ probably reach its fulfillment at the Centennial grounds within the next twenty-four hours.

It will be the arrival in transit of the air ship which has been in motion on its aerial journey to Nashville all the week and has excited every city and town over which it has passed, as well as perplexed the press of the country.

The feat is so wonderful that newspapers all over the country have treated the reports of the progress with scorn.

It may prove to be a fake. But this much is certain--the owners of it are under contract to the Centennial Exposition Company and the ship was due to arrive here yesterday. The conditions of the atmosphere, of course, prevented any accurate schedule, even if there had been any previous voyage of the kind by which to compute the required time.

It is not regarded as a fake by any means at Centennial headquarters and its descent on the Exposition grounds is looked for at any hour.

If it should fail to arrive, the scoffers will continue to jeer, but if it does arrive, the world will applaud the voyage and the Centennial be better advertised than ever before.

REPUTABLE PEOPLE.

Say They Saw the Airship Pass Over This Town. / Special to the Banner. Russellville, Ky., April 16.--Mayor Andrews, Dr. Chas. Forehand and Jas. McCutchen, the oldest and wealthiest merchant in this county, saw what they believe to have been an air ship pass over this town last night between ~~the~~ ~~xxxx~~ 10 and 11. They say they were walking home together and that the moving headlight and large black body could be seen as plainly as the moon. They are such reputable citizens the people who had been calling the air ship stories fakes are now convinced. It was seen by a dozen men in the nearby country communities.

SEEN AT SPRINGFIELD.

It Was Headed Towards the Centennial City. / Special to the Banner. Springfield, April 16.--Several responsible men of this county told the Banner's correspondent to-day that they saw the air ship Tuesday night over Parren Plains, seven miles north of here. It was going southward. These men claim that it was between 9 and 10 o'clock at night when they witnessed the ship.

SAW THE AIRSHIP.

Citizens of Allensville Behold the Aerial Visitor. / Special to Banner. Allensville, Tenn., April 16.--Five citizens of unquestionable veracity saw the air ship or saw some strange aerial visitor, fly from west to east last night about 10. They are all mystified about the thing and a crowd here will watch for it to-night.

A MILE HIGH.

Going in a Northwesterly Direction When Seen at Clarksville. / Special to the Banner. Clarksville, Tenn., April 16.--The mysterious air ship was seen by a number of persons ~~xxx~~ here early last night. It appeared to be about a mile high, going in a northwesterly direction.

1897 April 17 (Sat) Daily Leaf-Chronicle (Clarksville, Tenn.), p.1 (cd1)

MESSAGE FROM MARS / Origin of the Air Ship Ingeniously Accounted For. / It Was Never Invented and Built on This Mundane Sphere. / If So, It Would Have Been Heralded Through the Papers With a Great Blare of Trumpets. / A To the Leaf-Chronicle.

I have been much interested with the various accounts of the air-ship seen over Colorado, Kansas, Indiana and in the past week hovering over Clarksville, Trenton, Allensville and other points, and collecting the evidence of the many witnesses have come to certain conclusions which are submitted to you.

First, the aerial navigator was never invented and built on this earth. If so, it would have been ~~xxx~~ heralded through the paper with a great blare of trumpets. Its starting point and hour of departure would have been telegraphed with precision, and its occupants would have traveled with all possible speed to some point and landed, and time telegraphed to show the speed made.

Scientists assert that the inhabitants of Mars have superior intelligence to our people, and must have made far greater progress in the sciences. They report that the Martians have been signalling the earth with electrical lights for more than a year. An air machine can only be driven by electricity, and such a machine after penetrating the thin atmosphere of Mars, could travel through the airless space with the speed of electricity, which is 300,000 miles a second, until it reached the envelope of our heavier atmosphere which is only forty miles thick. The air-ship could easily be stored with compressed air to last the travelers for a much longer journey than from Mars to this earth. The visitors, no doubt provisioned for months, evidently fear to land among strange peoples who may be barbarous in their view, and therefore seem to be reconnoitering, and examining the country here and there before landing.

There may be another cause for their delay.

The atmosphere of Mars is greatly lighter than ours, and perhaps as yet they can only breath without pain the lighter air we have a mile or so up, and they are seeking to accustom themselves to it, so that they can gradually descend lower and lower. I predict that the air ship will be seen many times and in many places, before a landing is finally made.

I suggest that our visitors be informed that a friendly welcome awaits them, which can easily be done. The astronomers have kept accurate records of Mars' signals, and in all cities where there are electric lighting plants there should be arranged large searchlights, which at a given hour every night should repeat into the sky Mars' signals, and the air ship would catch them somewhere and would quickly no doubt reply, and communication once opened the air ship could be visited by balloons in the interim that the air ship could not land on terra firma. The Smithsonian Institutions at Washington should take the matter in hand at once. The air ship has been seen by too many creditable witnesses living far apart for it to be pronounced a sensational hoax.

April 17 1897. Yours to Command, Adam Oldham.

1897 April 17 (Sat) Daily Leaf-Chronicle (Clarksville, Tenn), p.4.

THE MYSTERY SOLVED. (ed.)

It remained for the ~~xxxx~~ esteemed Nashville Banner to make the startling announcement yesterday that the most wonderful aerial accomplishment of the century is near at hand, probably reaching its fulfillment at the Centennial grounds in this city within the next twenty-four hours. It will be nothing more nor less than the arrival in transit of the air ship which has been in motion on its aerial journey to Nashville all the week, exciting every city and town over which it has passed and perplexing the press of the country. The Banner further states that newspapers all over the country have treated with scorn the reports of the progress of this wonderful craft thitherward. "It may prove a fake," say the veracious Banner, "but this much is certain--the owners of it are under contract to the Centennial Exposition Company, and the ship was due to arrive here yesterday. The condition of the atmosphere of course prevented any accurate schedule, even if there had been any previous voyage of the kind by which to compute the required time. It is not regarded as a fake by any means at Centennial headquarters, and its descent upon the Exposition grounds is looked for at any hour."

Now, to cap the climax, the Banner, in connection with the preceding, prints telegraphic reports from its correspondents at Russellville, Springfield, Allensville and Clarksville announcing the fact that the airship had been seen the previous night by parties of reputable standing. This ought to settle the business.

1897 April 17 (Sat) Daily Sun (Nashville, Tenn), p. 2. (card 1)

AIR SHIP HEREBABOUTS / The Aerial Wonder Passed Over Nashville Last Night. / Wine and Mirth and Revelry Hold Sway Aboard. / A Nashville Man Hit by a Champagne Cork From Above. /

The wonderful airship, which has excited more curiosity, caused more talk and struck more terror to superstitious souls in a score of States than an eclipse of the sun would in darkest Africa, has at last reached Nashville. Not only is the aerial wonder here, but, according to the testimony of accurate and veracious witnesses, its crew and passengers have no fear of being hurled precipitately through space, and are enjoying life and all its pleasures with the ease and careful spirit of the members of the M Hermitage Club.

Lieut. Henry Curran, whose veracity is unquestionable, went post haste for a Sun reporter at an early hour this morning, and informed the newspaperer that as he was going out West Church street about 1:30 o'clock he heard an explosion which he thought to be a pistol shot. No one was in sight. A second later he was struck on the head by what he for a moment imagined was a rubber ball. It fell at his feet, and upon picking it up immediately discovered it to be a champagne cork. Looking up to see whence it had come, he saw a dark object, surrounded by bright lights, outlined against the dim sky. A round of merry laughter greeted his ears, and he is almost certain that he heard the voices of Herman Haslock and Col. William J. Slatter. Ere the laughter of the midnight sky-reveler had died away, the airship darted away into the darkness, its red and green light twinkling like stars.

Lieut. Curran's story is corroborated by several other gentlemen who are less fearless of criticism than he, and ask that their names be suppressed. This news will be more than welcome to the citizens of Nashville, particularly the portion of it in regard to the champagne, as a report was current on the streets to-day that the airship had landed in Kentucky and had taken on a supply of the liquid refreshment so common in that state, and for which the true Tennessean has no use.

RECENT VIEWS.

There is certainly no fake about the air ship. It is positively near Nashville. It was seen by a number of people in New Town about 9 o'clock and again at 11:20. At the latter hour it was seen by a number of people at the fire hall in South Nashville. One of the firemen stated that the lights could be distinctly seen in the northwest. He said these were red, white and blue lights. It has been generally said that one of the lights is green. The difference in color is easily accounted for as many people are colorblind.

At 2 o'clock this morning the operator at the telephone central stated that he had been called up several times by persons who had seen the wonderful ship and the general descriptions were the same.

The fact that the ship was seen here by so many people proves conclusively that the telegraph received from Waterloo, Ia., that the ship was wrecked at that point is erroneous. It may have been a small naphtha launch that was seen to leave the ship at Adairsville Ky., on Wednesday night.

AN ERRATIC AIRSHIP. / Struck and Adverse Wind and Was Wafted to a Strange Port.

Waterloo, Ia., April 16.--The now celebrated air ship, with one man in it, was seen near here this morning at about 4 o'clock. The appearance of the mysterious messenger in the sky caused considerable

excitement. It was first discovered at an early hour by belated citizens, who decried it as gliding in circles around the town, at times seeming to be perfectly motionless.

At one moment, when immediately above the city, an intensely bright light shone from the object, and the gazers were startled at the sight of the plain outlines of the sole occupant. One of the group witnessing the strange spectacle said the man in the ship resembled the platoon of the great Napoleon.

1897 April 17 (Sat) Daily Sun (Nashville, Tenn.), p. 4.

OUR AERIAL VISITOR.

It is of course impossible longer to doubt the existence of the nocturnal airship, which for the past ten days has been traveling about through our common eyes, dancing hither and thither at the sweet will of its captain and merry crew. Whence it started we do not know. It is alleged to have been constructed in a lonely spot amongst the Rocky Mountains, and to be the result of many years of labor. When fully completed, the builder got together a party of his friends and now all are sailing joyously hither and thither, en route to the Tennessee Centennial, where space has been secured by special telegraphic request. The entire country is excited. Various communities have seen it, and from Denver to Nashville, its nightly covertings have been witnessed. It seems that the proprietor has decided to travel only by night, in order that the exhibition of this ship may be all the more sensational when it finally arrives in Nashville. The report that its arrival has been delayed by adverse atmospheric conditions and climatic influences is evidently erroneous.

The ship was clearly seen here Thursday night and it is rumored that there were those who caught hurried glimpses of its red and green lights last night. Certainly a few moments after a certain member of the Hermitage Club has seen the phenomenon passing directly over him at a height of probably a thousand feet, he called out several fellow club members and while they were looking up theirs suddenly fell into their midst a champagne cork. Therefore, it was admitted that there could have been no mistake and also that the party about were having a jolly old time, whilst prowling with the wine and reveling through the platitudes. We feel sure that the ship will be on hand by May 1. Thousands will give it greeting and turn their heads to gaze upon the bold navigators.

1897 April 17 (Sat) Nashville American, p. 3. (card 1)

AIR SHIP IS NO IDLE DREAM / Director General Lewis Says That It Is Scheduled for the Exposition. / THE DETAILS ARE A SECRET / Contract Entered Into More Than a Year Ago for the 19th Century Wonder—Was Sighted Here Last Night. /

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 problems of inventors. To-day the dream seems realized and the problem solved.

At the Centennial you may see the product of those 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.

"No," said Director General Lewis yesterday, "the story that we are to have a flying machine at the Centennial is not a fake. We fully expect to have such an attraction. Details? I cannot give you anything definite at present because we are under contract with the inventor to keep all details absolutely secret until we have received notification from him that they can be divulged. All that I can say is this: The Centennial Company entered into a contract with an inventor more than a year ago to furnish us with such an invention if it could possibly be perfected, and the inventor at once began work on the machine. We invested considerable money in the scheme and it now begins to look as though we would reap great profits from the investment, for I have reason to believe that the inventor has made a success of his idea."

"Can you tell me the name of this gentleman?" said the reporter.

"No, I am not at liberty to do that just now," Major Lewis replied, and then to reassure the incredulous of "The American's" representative, continued: "Your paper printed a story the other day from Springfield in this State near the Kentucky line, giving an account of a flying machine being seen in the heavens in that vicinity. Well, I have no doubt but that the people saw this same machine which we expect to have at the Centennial. At any rate, the inventor is experimenting near the Tennessee and Kentucky line in the vicinity of Adairville. I shouldn't be surprised to see him come flying into Nashville any day."

The story from our special correspondent at Springfield referred to by Maj. Lewis, is as follows:

SPRINGFIELD, April 13.—(Special.)—The statement was made to "The American's" correspondent this afternoon that an air ship, or whatever it may be, was seen in the heavens near Adairville, Ky., last night, and that it created great astonishment and terror among the people. "The American's" informant was John S. Sarr, who is a well known and substantial farmer, who lives about two miles this side of Adairville, in Robertson County.

Mr. Sarr stated that the strange aerial navigator appeared in the northern horizon about 8:30 p.m. and was viewed for an hour by the excited populace. The light, he stated, was about the size of an ordinary locomotive headlight, but was brighter and from the effulgent rays shed by the monster he judged it to be electric.

The attention of those who first saw the air ship was attracted by a bright light appearing, at least twenty inches in diameter, the reflection from which passed along what appeared to be a steel body. The

length of which Mr. Sarr estimated at from twenty-five to thirty feet. The object was about three quarters of a mile high.

On either side of the strange visitor were large projections, which at short intervals could be plainly seen by the astonished watchers, and which were doubtless propellers or wings. Upon the forward end a bright light was discernible, which was evidently used as a headlight and upon the rear was carried a red lantern.

The phenomenon was witnessed for fully an hour before finally disappearing. At ~~times~~ times it would remain almost stationary, then again it would dart off with the velocity of a bird and sail away until the lights merely twinkled.

Mr. Sarr says the people in his vicinity are simply nonplussed, and that the negroes are overcome with abject terror. Many of them shouted and prayed as if they thought the millennium was at hand.

Before finally disappearing the ship, for a few seconds appeared to slow down and for a few moments was almost stationary, then, gathering speed once more, started off to the south at a rapid gait, and was not seen again.

Mr. Sarr says he is willing to make affidavit to all he has related above, and that he can produce forty or fifty good citizens who are likewise prepared to do the same.

HEADED FOR NASHVILLE AND WAS BOVERING NEAR.

Famous Airship Was Sighted from the Roof of "The American" Bldg.

It is believed that the airship which has recently been written of so much is headed for Nashville at least. Its headlight, or something that was readily mistaken for that, was seen last night about 9 o'clock and created some excitement. At that time it was on the western horizon and moving in a northerly direction, in spite of the fact that a strong north wind was blowing. The light was of a green color and was about the size of a star of the first magnitude.

Shortly after the hour mentioned a telephonic communication was received at "The American" editorial rooms, which was somewhat sententious but nevertheless was responsible for a stampede when it was ascertained that the message was true. The import of the message was that the light of the airship was plainly visible low on the horizon a little south of west. The telephone was answered by a reporter, who, upon hearing the news, repaired to the roof of the building and remained there for several minutes.

As seen at that time from "The American" building the light was over the rear of the Jackson building and in a short time sank out of sight altogether. The news was conveyed below and the point of observation was soon thronged with members of the editorial and repertorial staffs and printers who watched with interest the strange phenomenon.

In a few minutes the [] from behind the Jackson building and [] extreme western [] moved northward and at 11 o'clock was northwest of the city. Its altitude was also different, it having risen some distance in the two hours. Even at that distance, however, the flickering tendency of the light was distinctly visible.

The light could not have been one attached to a kite or a toy balloon, as it was going directly against the wind, which proves the fallacy of that supposition at once. Its motion also makes it unreasonable to suppose that it was a star.

The airship was said to be due in Nashville to-day and it may be that the aeronaut arrived ahead of time in order to make a survey of the city before coming to earth. It is fully believed by many that this great invention is in this immediate vicinity and will be seen more closely in the next few days.

What the Airship Is.

The airship ploud the azure fields, / and sailed o'er mountains steep; / she tear the angry clouds above, / and thru the storme did creep. / She flopt her wings o'er vavin' grain, / the mity winds she'd burn; / she was a pitcher to behoald, / a bute from stem to stern. / The sitty people wateh'd d all nite, / for it tu cum that way; / And farmers grabd their whiskurs tite, / for skeer they'd blo' away. / At last sum blasted thing flu bi, / majestic, grand, serene; / and and next day all the papur red, / "a airship has bin seen." / Jay birds wearin' blumer pants, / on fridays will be see; / when we can travel thru the air, / in a sho-nuff flyin' machine. / It's must ni plane opinyun this, / they ain't just what they seems; / they're simply brayin' night-wules, / apperin' in our dreams.

—Ted Spugnardi, in Louisville Post.

SIGHTED AT CLARKSVILLE.

Colored People Behold the Monster While Going to Church. CLARKSVILLE, April 16.—(Special.)—The mysterious air-ship reported to have been observed in this section, has been seen in this city, so a number of reputable colored people reported to-day.

Last night about 8 o'clock while A.B. Wimberly, pastor of Mount Olive Baptist Church; Elder A.L. Lewis, Pleas Pincham and wife and wife's mother, were on their way to church, this air-ship was seen by them in the northwest, flying about a mile from the earth and going in a northwesterly direction. The ship was a number of miles away. The colored people are positive they saw it, that it was no star or anything of the sort. They describe it as has been done by parties heretofore. It was seen by them twenty minutes, when it disappeared behind trees. The airship would take circuitous courses at times, traveling very swiftly in the heavens, and was viewed with wonder by the colored people. William Tanner, a white man of this city, reports having seen this air ship flying over the city at a high altitude the night before last.

MESSAGE FROM MID-AIR.

Those Aboard the Ship Tell of Their Trip. APPLETON, Wis., April 15.—(Special.)—Many persons in this city declare they saw an air ship pass over last Sunday night. Last night on the farm of H.B. Clark,

PROBABLY IN DEEP BLUE SEA. / Hypothetical Fate of the Wonderful Airship. / The Entire American Force Witnessed the Catastrophe. / Report That Crew Was Lost in Sycamore Creek Not Credited.

As but only chronicled by the local press, as well as by all the leading newspapers of the United States, the marvelous airship, which started from Oana, Neb., last week for the Tennessee Centennial with its freight of five human lives last Monday, accomplished its aerial voyage last night, according to the testimony of several hundred reliable citizens of this city.

According to telegraphic reports published yesterday the aeronautic phenomenon was seen by numerous people in towns north of Nashville heading this way with as much precision as a railway train. Its speed was reported to be about eight miles an hour, which made it due here about 11 o'clock last night. At that hour hundreds of people in every part of the city were on the qui vive to discover the approach of the great wonder of the century.

Ten o'clock passed, and the aerial engine had not "come in sight." After a little more waiting the more skeptical of the watchers retired and addressed themselves to sleep. But the faithful stood to their posts.

Greatly to their delight, after the confident vigil of an hour, embracing the circumference of the skies, what should appear faintly outlined along the northern summit of the dark but a moving figure of fire. "There it is!" was the exclamation from hundreds of throats.

Slowly the fiery apparition advanced, seemingly from the clustered host of stars, descending as it reached the city, plainly indicating that Nashville was its intended terminus. Thus were put to shame the scoffers of this unparalleled contrivance, and thus rewarded the constant watchers whose faith in human achievement is not bounded even by the proposition of navigating the air.

The airship approached the western limits of the city, according to the testimony of credible observers, and it was apparent that the pilot was searching for the city, which was its designated landing place. When about 200 yards from the ground a strong current of wind directly from the north swept against the ship and, overcoming the resistance of the engine, bore it swiftly to the south.

It gradually ascended, and according to the testimony of the American force, manager, editors, reporters, printers and all, who viewed the marvelous spectacle from the roof of that building, it appeared suddenly to strike an upper current of air and disappeared at an altitude of about one mile. This was accounted for by the American force on the hypothesis that, in the higher altitudes, there is an air current which corresponds to the gulf stream, except that the air is a positive and the water a negative force. From these deductions they concluded that the navigators lost control of the airship in the current and that it would in all likelihood be borne to the Gulf of Mexico and by the law of affinities be carried down by the current and forced into the Gulf of Mexico stream.

A report reached [Inspector]-General Lewis this morning that the ship suddenly collapsed at an early hour and precipitated its occupants into Sycamore Creek in Cheatham County.

There were five passengers in the ship according to this report. They got a good ducking but managed to reach the shore and are said to be making their way to this city. Maj. Lewis discredits this report.

The hypothesis of the American reporter that the airship arose to such an altitude as to become intimately engaged in a round with a cold current of air headed toward the [south] and that its momentum was overcome and it was borne hence, has been considered [as vague] and indefinite to command credence everywhere, as the ship has since been discovered hovering over the pinnacle of Paradise Ridge.

Ting-a-ling-a-ling jangled the Banner's telephone at noon to-day. "Hello, there, what is it?" was the cordial response.

"It is [to] be not afraid," replied Mr. J.A. Williams, of Paradise Ridge.

"What can we do for you?" asked the Banner man. "Oh, nothing. I am already done for. That airship dipped down out of here and almost swiped the top of the ridge. About twenty of my neighbors witnessed the detour and the occupants of the concern evidently recognized some of us, for they saluted with a dignified wave of the chapeau. We saw it, and don't you forget it."

"In what direction did the vessel appear to be moving?" queried the reporter.

"As near as I can figure," replied Mr. Williams, "it was headed northward. I tell you," said he, "that nothing like it has ever been seen in this neck of the woods. If the thing above shows up again I'll let you fellows know," and with that the bell went ting-a-ling.

People living in West End who were on the lookout for the air ship were rewarded at 8 o'clock last night by seeing an unusually large and brilliant light in the northwest, probably a mile high in the air. They believed that this was the headlight of the much-written-about airship, but it was too far away for them to discern the outlines of the ship. The light appeared to be half the size of an electric arc light and was moving in a westerly direction.

Some suggested that this was probably a toy balloon, but the light was different from that thrown off by one of these illuminated toys. It was larger and much more brilliant.

The light was visible for some minutes until it passed behind the hills.

Andy Milan said a man from the lower part of the Thirteenth District told him that he saw the airship late yesterday afternoon while out hunting and he thought it was a big bird. He fired at the thing and instantly it reversed its course, going out towards Cheatham County.

Richard Scruggs, officer of the Second Circuit Court, who lives in

the Nineteenth District, confirms the story about the light in the western sky last night. He said he saw the light and watched it from [8] until 11 o'clock. It appeared to be stationary and probably a mile high. /

SEEN AT GUTHRIE.

The Aerial Wonder Seen by a Number of Reputable Citizens. / Special to the Banner

Guthrie, Ky., April 17.--The mysterious airship was seen by several reputable citizens at this place this morning, sailing at a considerable elevation.

1897 April 18 (Sun) Memphis (Tenn.) Commercial-Appeal, p. 4.

TRENTON HAS 'EM. / Fifteen People Ready to Swear That They Saw the Airship.

TRENTON, Tenn., April 17.--(Special.)--Tonight at 8:30 o'clock the airship that has been seen in the States of Illinois, Indiana and elsewhere, appeared on the northern horizon. The first seen of the ship was a large white light, that gradually grew larger. Many thought it to be a comet, but as it glowed nearer, a large conical mass, shaped like a cigar, was seen behind the light. Soon a red light on the right and a green on the left became discernible, and the people at last realized that the airship was the object they saw. The ship remained in sight for about five minutes, and disappeared as suddenly as it came. The ship appeared to be about 1500 feet in the air. As many as fifteen persons saw the great ~~xxxxxxx~~ wonder. The ship was moving in an easterly direction, and going about fifteen miles an hour. And Milan, Too.

MILAN, Tenn., April 17.--(Special.)--This town was disturbed about 8:30 o'clock tonight by a large illuminated body, appearing in the east, going at a rapid ~~xxxx~~ speed. It passed over the town at a height estimated at one-half mile. The body appeared to be 25 feet in length, and a brilliant light preceded it. When a quarter of a mile west of town the body stopped for a few moments, then kept the same track at an increased speed. The body was headed due west. Hundreds of the most reliable citizens in this city viewed the wonder, many negroes being frightened at the mystery. It was thought to be an airship.

1897 April 18 (Sun) Daily Sun (Nashville, Tenn.), p. 12. (card 1)

POSITIVELY SEEN "IT." / Interviews With Some of the Leading Citizens. / All Attest the Air Ship to Be a Reality. / It Will Probably Land Here To-Day. /

Is the flying nocturnal airship a delusion or is it a reality? That is the question now most poignantly perturbing the public mind.

Director General Lewis declares that it is one of the Centennial's booked attractions and not one who heard his positive pronouncement on the subject doubted in any wise the stories flying here and there concerning this mysterious and thoroughly fin de siecle parader of the heavens.

So many have seen it and so many haven't that the Sun determined yesterday to send out its staff of reporters and find out things from the former for the benefit of the latter. Every street was gone ~~xxxxxx~~ through and homes were invaded in the eager quest for something authentic. /

One of the first found was Mr. Samuel J. Keith, President of the Fourth National Bank.

"Yes, sir; I saw it and very distinctly. I had just left my library where I had been figuring my losses for the past ten years on money ~~xxx~~ loaned to leniently on improper securities and at too low rates of interest. A feeling of deep philanthropy had taken possession of me and I thought to go out into my yard and get one fresh breath of the budding trees and bursting ~~xxx~~ violets before retiring for the night. How long I had been standing abstractedly I do not know. Suddenly athwart the horizon just between a couple of most brilliant constellations there appeared a strange object in the skies. At the distance it appeared about the size of a ninety-day note at 1 o'clock on the last day of grace. I distinctly saw two lights. One was a sort of golden yellow and the other a shimmering 50-cent-dollar color. It darted through the skies like a kited draft from an expert operator and disappeared. I am absolutely certain that it was the air ship in question. It caused me to pass a sleepless night." /

Gen. Harvey H. Hannah, Private Secretary to the Governor, was next interviewed.

"There is no doubt about it," he said. "It flashed across the Capitol tower just past 11 o'clock. In appearance it resembled a fresh petition from some applicant for a Railroad Commissionership. It paused a few minutes, possibly, over Capitol Hill, throwing its red, ~~xxxx~~ white and blue lights in every direction, as if giving somebody the great big laugh. At first I thought it was manned by some Republican devil, but afterward concluded that its inhabitants were simply guying the railroad lobby. The huge measure was divided into three parts, seemingly. Its enacting clause was conically shaped and rather drawn out; the body was well condensed, and seemingly unambiguous, while the 'public welfare' section seemed to be armed with a huge revolving wheel or propeller. It was evidently inhabited." /

Sam B. Williamson: "At first I thought the thing a fake. But Thursday night I saw it. Yes sir; I saw it and smelt it. It was shaped like a barrel or tank and had an ~~xxxx~~ unmistakable aroma of kerosene attaching to it. I was very much rejoiced and felt that it came as a good angel to swell my receipts as Coal Oil Inspector, when suddenly the thing took on a sudden amount of speed and darted away as if on a sort of aerial trolley right down toward Memphis and Col. Jim Coleman's appearance." /

R.L. Rains: "When I saw it I didn't pay much attention. I thought it just another of these queer apparitions which try to inveigle the attention of the average young man. All at once, as it stood directly overhead, there came a sound at my side. I looked and found lying not two feet away a beautiful red satin slipper with French heels. Then, of course, I looked with greater interest. There is a poem which tells of some party who raised a mortal to the skies, and alos of another who drew an angel down. How was I to know but that the latter privilege was to be mine? How I would have liked to follow that aerial car no words of mine can tell. It went over toward Steward county, out of my sight, but I trust not forever. I telegraphed my friend Lory, and am even now awaiting a response. You can bet your Centennial there's a real live airship floating around Nashville and that there's a jolly old crew on board."

Charles Currey: "You see it was this way. I had just finished supervising the affairs of the Nashville, Chattanooga & St. Louis Railroad, and had put my last signature to a Tennessee Centennial stock certificate, and started home. Naturally, I was very tired. Indeed, I felt the need of something bracing. On my way to a soda water stand (here Mr. Currey crossed his fingers) I chanced to look up. 'Heavens!' I cried, 'is this a wild engine or have I been bit with a brick?' Yet there it was, a huge machine, not 200 feet above me, puffing and blowing and flashing all sorts of colors of lights, as if in distress. It required but a second for me to recognize it as the famous air ship. I thought it was trying to land, as I distinctly saw a man in its stern putting on earthbrakes. The man in front wore a cap and was, I presume, in charge. He raised something to his face, whether a telescope or a bottle I cannot say. I am not familiar with telescopes. All at once there was a sound of tinkling bells and the thing sailed smoothly but rapidly away. It went Centennialwards and seemed to hover over Vanity Fair, but evidently didn't stop. I had been strictly at work all the evening."

Mr. H.M. Doak saw it. "I had just finished reading Bob White's 'Centennial Dream,' and was feeling fit entirely for treason, stratagems, spoils or any other old thing. I decided in favor of the last named, so repaired to the Hermitage Club, where it is provided in more appetizing form than elsewhere. After a couple of hours socially spent with my friends discussing Shakespeare, Browning, Munn, Copeland and several other authors who are calculated to stimulate the conversational faculties and shorten distances. I started home. Turning into Broad street from Spruce, I looked up and saw the most startling apparition. Heaven help me! Was it some goblin damned, or the incarnate spirit of some author I had murdered? Was it the fiery form of hell-orn retribution for the political vagaries I had espoused? Was it the rampant fury of Webster or Worcester thus visiting itself upon me for having presumed to throw off the shackles which their orthodoxy or narrow verbal limitations sought to impose upon my independent spirit?"

"These thoughts rushed through my brain and I began to rush with them. The thing gave an awful snort and as my hair elevated itself my legs began to work in their sockets at a wonderful pace. I fairly flew, and right above me, throwing out sparks and puffing and snorting and repuffing and resnorting came that horrible thing. Home was a mile distant, and no John Howard Payne ever longed for home as I did. To die in the bosom of my family was all I craved. At last I reached home and rushed into the sitting room, pale and trembling, proclaiming in stuttering accents what I had seen. 'Never mind, dear, just go to bed, you'll be all right in the morning; you always are.' And that was all the comfort or credence which my story received. I am sincerely delighted that you are attempting to show to the world that such a thing as the air ship is prowling about frightening innocent men."

Dr. William White had been reading a volume of the poems of Robert Burns, until about 10 o'clock he thus sat, intent. His thoughts were of such a nature that he stroved out to secure a midnight preventive for insomnolence. After several schooners of this, what should more appropriately upon him than a ship? At first he thought it was a mere joke which the boys had perpetrated. Then he became more serious. The search lights from the vessel's awful countenance suggested to him some horrid devil.

"I could have said my prayers," he said, "but didn't think of it. Instead, I rubbed my eyes. Then it was plainer than ever. Suddenly there came from the vessel the sweetest music I ever heard. It was a sort of cross between the soul appeasing notes said to be made by glistening ice against the sides of a water pitcher the next morning, and those other notes which rattle in the strong box of the hard-working Christian banker. It seemed as if some angel was calling to me and the waning lights made it appear as if she was beckoning too. There was beautiful singing. One soprano warbled 'Comin' Thro' the Rye', while far above it all came the words of that old familiar nerve-distractor, 'Put Me Off at Buffalo.' The car stopped overhead but a few moments, then seemed to bow its head in manifest sorrow at being forced to leave me. It shook every lantern, spun around and around every search light and disappeared into night. It was no dream. I saw it, and will swear to it."

The list of others who saw the mysterious air ship is long. Controller Harris saw it, as did John Demoville, Col. E.P. Wilson, Gen. Van Leer Kirkman, Sidney Lucas, of the Climax; Manager W.K. Black of the Maxwell and Charley Cullom. E.B. Stahlman saw it and thought the devil had come to take the Louisville & Nashville Railroad lobby to their final abode. He trembled for several hours and will attend McKendree Church Easter services today, looking as pious and saintly as a deacon.

1897 April 18 (Sun) Nashville American, p. 2. (card 1)

MANY EYES SEE THE BIG AIRSHIP / Newspaper Man Observes It in the Hoop Small Hours of the Morning. / CERTAINLY IN THE VICINITY / Tally-Ho Party Watch It Sail Over the Residence of Jas. E. Caldwell on the Franklin Turnpike—Sighted Elsewhere.

Information concerning the airship of song and story continues to come in in very large packages and from all directions.

It is like a will-o-the-wisp in being seen here, there and everywhere all at the same time, but always at some distance above terra firma except one. The most debatable story yet told regarding it is from a local newspaper man of unimpeachable veracity, who makes oath in due form of law that as he wandered homeward yesterday morning while the day was breaking, he observed the truly famous manifestation eating grass in a nearby field. Seeing it betray such unmistakable vegetarian instincts, the young man turned away without interviewing the airship or even inquiring into the condition of its wheels. No doubt science is the loser for the newsmen's lack of curiosity.

All last night the telephone bell was ringing and the wires were kept hot with tidings of the aerial phantasm, but it was not observed by any of "The American's" force. Other parties, however, saw it and watched it for some time. It was visible in West Nashville until a very late hour. About 11 o'clock its navigator, after journeying for some time in a northerly direction, suddenly turned toward the South and the light was soon lost in the fog which prevailed in the sky last night.

At the residence of Jas. E. Caldwell, three miles from Nashville, on the Franklin turnpike, a tally-ho party that sojourning there for the evening was entertained with a glimpse of the aeronaut's craft. At 9:45 (9:15?) o'clock, according to the information of the members of the party, the airship passed directly over the house, while they were enjoying the beautiful atmospheric appearances from the front porch of the Caldwell residence. It was first seen by Miss Mildred Williams, who attracted the attention of the others to it. The mathematicians in the party estimated that it was then at a height of a half a mile and was going northward at the approximate rate of ten miles per hour. In shape it resembled a cigar and seemed to be about sixty feet long. There was a large headlight in front, it is said, and two small red lights in the rear. The former was very bright and seemed to have very powerful reflectors behind it. It is thought that the red lights indicate that there are others, at least this is the meaning conveyed to railway men.

The young ladies and men composing the party who saw the airship from the Caldwell home were: Misses Annie D. Richardson, Elsie Caldwell, Mildred Williams, Elsie Briggs, Nannie Dudley Pilcher, Annie Dallas, Seldie Cooper, Nina Stratton; Meedmae Caldwell and Pilcher, and Messrs. Alex. Hunter, Will Jackson, Will Peyton, Dan Buntin, Edgar Foster, Will Rutland, Roger Caldwell, Ed Warner and Chas. Cullom.

In South Nashville about 10:30 o'clock the airship was distinctly seen by Albert Ewing, and his account of it was similar to that given by the tally-ho party.

From the thickness and fastness with which reports of the airship come from all directions, there is evidently a whole fleet of airships floating about above Nashville, awaiting the Centennial opening.

FELL IN GIBSON COUNTY.

This Airship Came to the Ground Near Reelfoot Lake. HUMBOLDT, Tenn., April 17.—(Special.)—The various reports from different parts of the country of people claiming to have seen a practical airship have at last been verified, or at least made plausible by its discovery today near this place. As Sam McLeary was plying through the backwaters of Forked Deer River going to feed some frogs [lops?] on a knoll in the bottom he came across 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 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 compartment 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 shell 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 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.

This much has been ascertained from observation and meager notes found on board, but who or whence the solitary airship 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 flitting with Mars or else another (. LL.)

AIRSHIP FLEET AT ATLANTA.

Anchored Over the City and Preparing to Sail for Cuba. ATLANTA, Ga., April 17.--(Special.)--A fleet of between 300 and 400 airships have been anchored all day over Atlanta, having stopped here on their way from Chicago to Cuba. They are 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 by the fleet in a dispatch boat attached to the flagship, Gomez, this 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 carried, in addition to her crew a large number of American volunteers, who were going to Cuba to join the insurgent army.

Admiral Sanguilly refused to permit visitors on the boats, all of which dropped anchor just over Piedmont Park, where the recent Exposition was held. They 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, they presented an appearance of unusual beauty. The dispatch boat, Senator Morgan, made frequent trips between the fleet and the headquarters of the Cubans in this place, and once or twice was sent to New York with important communications for Mr. Tomas Estrada Palma, the Cuban representative in this country.

There is great consternation among the United States authorities here, and the war and navy departments at Washington have been kept fully posted as to the movements of the filibusterers. It is said that every effort is being made to charter a number of airships from the Chicago manufacturers, but with what result is not known. One of the vessels of the fleet late this afternoon roved further over toward the city and it appeared directly over the residence of the Spanish Consul, and it is said by dropping torpedoes upon the defenceless building. It is understood that the officers who [uncivilized warfare] will be [uncivilized warfare]

The whereabouts of the Spanish fleet, under [uncivilized warfare] hovering about New Orleans, is not known [today], but there is every reason to believe that the two forces will meet shortly and that a tremendous battle is imminent. The ships have been photographed.

SEEN AT TRENTON.

Night Rider "Discovered" by Fifteen Persons. TRENTON, April 17.--(Special.)--To-night at 8:30 the great airship that has been seen in the States of Illinois and Indiana appeared on the northern horizon. The first seen of the ship was a large white light that gradually grew larger. Many thought it to be a comet, but as it plowed nearer a larger conical [cigar] shaped like a cigar, was seen behind the light. Soon a red light on the right and a green on the left became discernible, and the people at last realized that the great air ship was the object they saw. The ship remained in sight for about five minutes and disappeared as suddenly as it came. The ship appeared to be about 1,500 feet in the air. As many as fifteen persons saw the wonder, and state that although they had not believed the stories concerning the ship before, now there is no doubt in their minds that they were the lucky spectators of a great wonder. The ship was moving in an easterly direction and going about fifteen miles an hour.

This One Dispensing Patronage.

HUNTINGTON, April 17.--(Special.)--The airship anchored over town last night about 10:30 o'clock. A note was dropped and picked up by Prof. Longmave of the Southern Normal University, who interpreted it. It contained the following: "Is Col. Tom Baker in town? If so, we will land and take him on board. We have a high-up place for Tom."

1897 April 19 (Mon) Daily Sun (Nashville, Tn), p. 5 (card 1)

MOST POSITIVELY SO. / The Air Ship Still Hovers Over the City. / A Newspaper Man Who Saw It in Chicago. / He Sees It Here and Says It Is the Same--Fine Description. /

A good many people in and about Nashville seem to think all this talk about our air ship is mere persiflage--airy persiflage, as it were. The assumption that a real air ship really is hovering over this section of the country is now corroborated from an unexpected source. Bernard J. Mullaney, of the Chicago Times-Herald, who is in the city to "write a few pieces for the paper" about the Centennial Exposition, says he has seen the vehicle reported to be wandering through the atmosphere herabouts and recognized it as the same one he saw before leaving Chicago. As he comes from the Windy City it may be presumed that he is familiar with aerial travelers.

"I saw this air ship a little over a week ago," said Mr. Mullaney. "It crossed my vision first while I was in Evanston, one of our suburban towns. Let me explain right here that Evanston is a prohibition town and the seat of the largest Methodist university in the world, a town where the sale, or even possession, of alcoholic beverages within four miles of the city hall is a penal offense. Well, that's where I first saw the air ship, after a long hard day. I had no time opportunity to study it closely at the time, but on my return to Chicago later in the evening, and after having armed myself with a pair of strong glasses, I studied its aerial gyrations for several hours. It was long, low and rakish in outline, with great spread of wing. Two brilliant lights, one red and the other green, were on the bow of the ship, and these seemed to dance and to oscillate about each other as if moved by complicated and delicate machinery. Whenever they were momentarily at rest they glowed like a sixteen-candle power electric lamp. Another light of bright blue swung to and fro in the air as if attached to the rudder. After watching it for some time I stepped into an adjacent drug store, and when I came out the air ship had disappeared. "I saw the strange creation again Saturday night after an arduous

day with John J. McCann and other gentlemen connected with your exposition here. It was the same one I had seen in Chicago. All the characteristic marks were identical. There was no doubt about it. A friend of mine of the name of Joe Peacock once discovered a sea serpent in Lake Michigan off Chicago which had long red whiskers and made its way through the water by means of a rostrary contrivance in its tail like the screw propeller of an Atlantic liner. I will make affidavit that this air ship bears no relation to my friend Peacock's sea serpent."

Reputable citizens all over town are seeing the ship. Capt. Luke Walker, who has successfully steered a steamboat, a circus and a Republican newspaper, and who wants to assist in steering the country with the "advance agent of prosperity," has not only seen the ship but has entered his application for a position as pilot on the air ship to be accepted in case the "advance agent" does not need his assistance. Capt. Walker does not care to tell of the conditions under which he saw the ship, but simply makes the assertion that he saw it. To those who know him best this is entirely satisfactory.

1897 April 20 (Tues) Daily Sun (Nashville, Tenn.), p. 3 (card 1)

AIRSHIP'S FLIGHT / A History of This Wonderful Visitor. / IT IS STILL SEEN IN VARIOUS SECTIONS. / XXXXX It Darts Through XXXX Speed With the Greatest Ease. /

The airship is still being seen in various portions of the city and also other portions of the United States. On Saturday night it was out the Murfreesboro pike about three miles from town when it was carefully observed by W.B. Baird. Mr. Baird was going to choir practice and states that he very plainly saw the shape of the aerial visitor as it was directly above him. He watched it for about five minutes and then climbed upon a rock fence to get a better view, when his foot slipped and he fell from the wall. When he got up the ship was disappearing at a mile a minute gait off in the Northwest.

The first heard of the wonderful airship was when it appeared to the citizens of Maryville, Col. In a few days it was seen by citizens in Sacramento and Oakland. After several weeks supposed to have been occupied in crossing the Rocky Mountains, the inhabitants of Kansas and Iowa, prohibition states too, if you please, viewed it with great frequency. High license Oklahoma also saw it.

The first record of its landing was at Carlinville, Ill., where it is claimed it struck terra firma for repairs on April 13. But the winged passenger carrier immediately hurried off and traveled 800 miles in twenty-four hours, for it was seen next in Pavilion, Mich. Northwood, Ia., next saw the phenomenon, and since then it has appeared in almost every town in the country east of the mountains. It has probably been seen by more people in Chicago than in any other place. This is probably due to the fact that there are more people there.

The following from a telegram from Milwaukee, is of interest. It is said to be a genuine chip from the log of the good ship Meteor, and was found on the top of a brewery. It reads:

Sighted Milwaukee 9:30 p.m., Minneapolis 9:25 p.m., Denver 9:35 p.m., St. Paul 9:42 p.m. There were lights moving about in St. Paul as if somebody had been awakened. Passed over Jacksonville, Fla., at 9:43 and Havana, Cuba, at 9:47. Saw moving lights and flashes along the central trocha. May have been a fight. At 9:48 made the ship fast to a boulder in the Third ward, Duluth, and all hands, except the larboard watch, were piped to quarters for the night.

AIR SHIP NOW IN COLORADO / Message Dropped in Passing Over Cripple Creek. / Communication Was Contained in a Sardine and Exhibited by the Finder. /

Cripple Creek, Colo., April 19.--The air ship passed over this place yesterday and a message was dropped in passing.

On Saturday night James Graham was in his barn when he heard something fall on the roof. He went outside and asked a little girl who was playing near if she had seen anybody throwing stones at the barn. The girl replied that she had seen an object fall on the roof of the stable, but that she did not know where it came from. Mr. Graham climbed to the roof and there found a small sardine box stuffed with paper. On prying open the can he found a sheet of writing paper bearing a message which read as follows:

"In midair, April 17.--To whoever finds this note: There are three of us to sail in an air ship. Our names and addresses are C.J. Pillsbury, 180 Washington street, Boston, Mass.; Pierre Humbert, City Engineer, Boston; C.D. Novina, 72 Rue Truffant, Paris. On April 8 last we were on terra firma. Upon that day we descended upon a town on the Missouri Pacific in Eastern Kansas named Weeks, which is about seventeen miles north of Emporia. We have since been sailing, we know not where. We are out of water and have given up all hope, and we trust that whoever finds this note will immediately wire the addresses given."

Upon reading this Mr. Graham immediately searched the heaven with his eyes and thought he detected a bright speck above Mount Pisgah. As darkness was coming on he could not be sure. Mr. Graham showed his find to a number of people, and now has it at his house to exhibit to all interested. He is inclined to think the message is genuine, and does not think he has been made the victim of a joke. From Mr. Graham's business standing here it is known that he would not participate in a hoax of this nature.

Yesterday about 10 o'clock, on the streets the people of Cripple Creek were attracted by an object about a mile above them that glided strangely in the sunlight. Many got out their glasses. The object proved to be moving very slowly. It was shaped like an immense cigar and was evidently made of some light, bright material, presumably aluminum. For two hours people watched it and it is estimated that fully 8,000 saw it. Many of these were emphatic in their belief that it was an air ship. About noon it had worked itself well over toward the west and disappeared behind some clouds.

WAS IT THE AIRSHIP. / Building Is Wanted for Some Mysterious Purpose by the Exposition People.

The airship continues its course unimpeded, and is still seen by "persons whose veracity cannot be questioned." Whether it be bird or beast or devil cannot be stated absolutely yet, as no one has obtained a very close look at it, but as to the existence of some unusual appearance in the sky there can be no doubt. Aside from the mystery which the sky contains, there seem to be some things equally as mysterious in progress on the Centennial grounds, which, it is thought, can only be explained by the contemplated visit of the wonder of the nineteenth century.

Engineer-in-Charge Robert T. Creighton and a number of his assistants were hustling around pretty lively yesterday hunting for a building near the Centennial grounds which they wanted to rent at a big price for the coming month, beginning at once. They refused to talk to the reporter, but some of the parties on the outside of the grounds it was learned that they were inquiring for a building, 40x20 feet and 20 feet high on the inside.

Such a separate effort was made to find the building that the suspicions of some were aroused that there was something which was to be concealed at all hazards. What it could be was the thing that puzzled everybody. The Director General was not in his office during the afternoon, and the only time "The American's" Centennial reporter saw him during the day was just at the last moment before leaving the grounds. At that time he was hurrying over the hill around which Vanity Fair is located, and in answer to the reporter's question the Director General said that he could not tell all he knew. Until out of the reporter's sight he kept turning around to see if the reporter was following.

The general belief among those who discussed the matter was that the airship had landed and was to be taken and put away till after the opening of the show. This hypothesis would explain the whole thing and all the seeming mysteries. It is known that the airship was seen by a large number of people Sunday night while it was evidently hovering around this city, and the last seen of it was when it was going towards the northwest. It may have finally dropped late in the night, after the curious had stopped watching its lights, and if it did the mystery is a mystery no longer.

It is the plan for a number of the officers of the Exposition to take the vessel away the night before the Exposition and from some point twenty or thirty miles from Nashville to make the journey to this city the day of the opening, by the airship. The intention is to arrive just as the great crowd has gathered about the Auditorium and to thus give a practical demonstration of the reality of the airship.

Dr. Dudley, the Director of Affairs, was asked as to the airship, but politely declined to answer, asking in turn: "What do you know about it?" It was very evident that there was some knowledge in Dr. Dudley's possession which he did not divulge.

Chief Clerk W.H. Bruce was fully as uncommunicative as the others. When asked what he knew of the airship he asked, as if he had never heard of the subject, "What airship?"

It is quite evident that the Centennial officials are not telling all they know, and that they have some mysterious project in hand.

Another curious coincidence is that the moving lights which have heretofore enabled people below to distinguish the movements of the airship were not reported seen last night by anybody. Either the airship is not now in this locality or it has landed at the Centennial grounds.

Wed. April 21, p. 5. A MYSTERIOUS BUILDING. / What Is to Go Into It No One Knows But the Director General, But Many Guess.

Right off the top of the hill behind Vanity Fair yesterday morning the engineering force laid out a new building which is for some purpose known as yet to no one but the Director General. The building was ordered laid out on the exact bearing given, which was north 41 degrees 10 minutes east. In order to get the exact bearings observations were taken of Polaris a night or two ago at midnight to determine exactly.

The timber was hauled yesterday and work will be begun to-day. The building will be sixty feet long, thirty feet wide and twenty feet to the ~~xxxx~~ ceiling. Nobody can say what is to go in it, but there are plenty of suspicions.

Another building laid out yesterday is the Childrens Home.....
1897 April 22 (Th morn) Memphis Commercial Appeal, p. 4 (card 1)

SAW THE AIRSHIP. /

The Newport (Ark) Herald prints the following interesting story: The airship which is being talked of so much of late rested near this city all yesterday and took a westerly course about 7:30 o'clock last night.

This statement may seem fictitious to many, but is nevertheless true, because it was not only seen by a couple of Herald reporters, who had a talk with the navigators of the aerial monster, but two men from the country, who were hunting, gazed in open-mouthed astonishment on it as it arose from the earth.

For several days past the world has been in a great state of excitement over what was claimed to be an airship—a vessel which has been described as being cigar-shaped, carrying bit lights which dazzled all who saw them. The thing was first seen in California last fall, but had been almost forgotten, until it made its appearance at St. Louis a short time ago.

When it first appeared in California everybody, except those who saw it, pronounced the story a fake and ridiculed the idea of sitting

up o' nights looking for it, but nevertheless thousands crawled out on top of their houses and gazed heavenward for hours at a time. When at last the airship appeared on the horizon they were satisfied, and instead of laughing it off as a joke began to discuss the strange visit of a such stranger object. It finally disappeared and was seen no more in that part of the country.

It was supposed that after the California experiment the inventor had been busy making improvements on his vessel, hence the long interval between appearances. This time Missouri was chosen as a place to experiment, and the machine is now more perfect than before.

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 afternoon's Chicago papers.

By asking a few questions it was ascertained that the crew consisted of two men and a woman—G.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 daylight.

"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 7:30 the machinery was put in motion and the ship rose in the air and disappeared over the treetops in a westerly direction.
1897 April 23 (Fri.) Memphis Commercial-Appeal, p. 7.

JACKSON HAS SEEN IT.

JACKSON, Tenn., April 22.—(Special.)—About 11 o'clock last night a strange light appeared in the firmament over this city, and for more than an hour cut some very peculiar antics for a well-regulated star. It appeared first in the northeastern horizon and rose rapidly, drifting in an easterly direction, growing larger and brighter all the time. Its movements were by lunges, the stranger often entirely disappearing and in an instant returning to sight with increased brightness. The light appeared about the size of an ordinary headlight of a locomotive and was of a deeper hue than an ordinary star. The stranger did not approach near enough to the earth to distinguish any form more than it appeared as a huge ball of fire. After drifting about for more than an hour the stranger became stationary for a little while and finally disappeared. It was pronounced by many responsible gentlemen as a most peculiar visitor, and some claimed it to be the mysterious airship.
1897 April 24 (Sat.) Memphis Commercial-Appeal, p. 7.

WAS NO AIRSHIP. / Only a Coal Oil Lamp or a Tallow Dip.

SOMERVILLE, Tenn., April 23.—(Special.)—Much excitement was felt in Somerville tonight over the sight of what was supposed to be a light from the mysterious airship. Many citizens rushed into the street to view this novel sight but upon closer examination it proved to be only the faint twinkle of the coal oil lamps with which the city fathers are vainly endeavoring to illuminate the streets. A petition signed by a large majority of the citizens and property owners of the town asking that the question of Somerville issuing \$10,000 in bonds for the purpose of putting in electric lights and water works be submitted to a vote of the people has been prepared for board of mayor and alderman, but a majority of these gentlemen look with disfavor on anything more illuminating than coal oil or tallow candles as shown by the suggestion made to the council by one of the members that each family in Somerville be furnished with a lantern at the expense of the town, and it is very probable that the petition will not be granted. The last session of the legislature passed a law authorizing Somerville to issue \$10,000 in bonds for this purpose, and a large majority of the business men, merchants and property owners are in favor of doing so.

IT WAS A KITE. / But Nevertheless an Airship Story Came Out of It. TUSCUMBIA, Ala., April 23.—(Special.)—The airship reported to have been recently seen in this city was a "fake," and nobody gives

credence to the story. What was thought to have been the aerial navigator was merely a large kite to which a light had been attached, and but for the fact that a supposed airship had been seen in sections of Tennessee and Kentucky, no attention would have been paid to it, as kites with candles skillfully attached to them are frequently seen. The report was sent out by an over-zealous newspaper correspondent, and was discredited by the people of Tusculum, who have heard of Joe Mulhatten before and are not yet ready to accept his canards.

was shown on the stern. The ship continued to rise until the big light looked very much like a twinkling star.

When this occurred the newspaper man turned over on his pillow and saw that the sun was shining brilliantly into his room, by which he realized that it was time to crawl out of bed.

THE AIRSHIP SEEN AT LAST / VAKXXXX Proves to Be Something More Than the Idle Dream of a Pipe Smoker. / THE INVENTION OF THE AGE / Newspaper Man Sees It and Pronounces it Fifty Feet Long, Cipar Shaped and Made of Aluminum. /

THE AIR-SHIP, OR WHAT? / The Mysterious Aerial Traveler Seen Last Night. / Observed by Quite a Number of Both Ladies and Gentlemen. / Was Noticed Flying in the Southwest--Could Not Have Been a Star--How It Appeared. /

While taking his night cap at one of the city institutions of good fellowship yesterday morning, the peculiar purchase of a belated pedestrian led a newspaper man to make a discovery which will startle the entire civilized world when it is announced.

While a reporter for the Leaf-Chronicle was en route to the Feb-beth and Dunlop Mills plant just after the alarm of fire was sounded at 8:45 o'clock last night, his attention was directed to a bright light in the heavens in the southwest. It was close cloudy and rain was falling, hence the object seen could not have been a star, and besides the light shed was too bright for a star. Furthermore no kite or frail human invention could have withstood the elements last night. It must have been the mysterious air-ship. The people who saw it believe it was, and it was seen by several, reliable persons, both ladies and gentlemen.

The purchase in question was twenty-five boxes of a brand of tobacco, known as Yale Mixture. He who showed such a fondness for the weed was a man about 35 years old, rather low, heavy build and dressed like a gentleman of leisure on an outing expedition. He wore a neatly fitting suit of corduroy, a negligee shirt and shoes of undressed calf. Upon his face was plainly written a will that brooked no obstacles. After putting the boxes of tobacco in a basket which he carried, the man pulled out a roll of bills, but handed the smallest to the bar-keeper. His change was given him, and he left without making an explanation of his unusual purchase.

When first seen the object appeared to be sailing directly from the reporter. The attention of several who were going to the fire at the flouring mills were called, and the party stopped to view the light in the heavens. Soon it began to move very rapidly, and would change its course with a suddenness never before noticed by bodies usually seen floating in the sky, and would dart through space as quickly as a bird could change its course. After a time it disappeared entirely from view. It appeared to be flying about half a mile from the earth, and several miles from the city.

A very few minutes after the stranger had left the barroom with the basket on his arm, the reporter likewise issued forth from the place and took the same direction. The newsman's curiosity, both professionally and naturally, was thoroughly aroused, and buttoning his coat close up to his chin, he began a game of shadow to discover something about the party who evidently was preparing to smoke up in a wholesale way.

The heavens last night were closely clouded, and at the time the strange object was seen rain was falling, so it must have been something capable to withstand more than ordinary weather and sky conditions.

The game began near the corner of Church and Cherry streets and was continued through the various thoroughfares of the city leading toward the Centennial grounds, the pursuer following the man with the basket about a hundred yards in the rear, and always managing to keep as much as possible in the shadow.

This is the third time this airship has been reported seen in different portions of the heavens by Clarksville citizens of great reliability, and should it not be the much talked-of airship, everybody who has been favored with a view of it are at a loss to account for it.

In this manner the two men entered West End avenue and walked to where it ceases to be designated as a city street and merges into the Harding turnpike. Just beyond the place opposite the Centennial gate the man, with the tobacco halted apparently for a breathing spell, as he deposited his load upon the ground and dropped on the grass beside it, continuing in that position until his energies were recuperated.

There are air ship and there are air ships. Some of them are weird, wonderful creations that live only in the vivid imaginations of some deluded mortal, and others, or the other, is a startling reality, or to be absolutely correct, will be by Wednesday night, if Jupiter Pluvius withhold his wrath against the newborn invader of the skies.

After a few minutes, which the reporter had also put to very good use in blowing, the stranger arose from his recumbent position and climbing a fence on the left hand side of the road began the ascent of the hill-side which stands overlooking the turnpike in this locality. The pursuit continued uneventful, except for one accident, which came near ruining the enterprise. A small gully on the slope, which the newspaper man failed to note in his desire to keep the other party in view, tripped him, and he fell heavily to the earth. The man in front, on hearing the sound, turned quickly, but the shadower was clinging so closely to terra firma that his body was not discovered, and after looking in that direction for several seconds, the former began the ascent again. The flash of something which he had drawn from his pocket when the fall occurred made the reporter more careful, but did not abate his ardor.

Like thousands of others in Nashville I have been a skeptic on this particular branch of aerial navigation until yesterday afternoon, during a trip to the Centennial City in search of news. I chanced upon unmistakable evidence of the building of an air ship.

The man led the way to the western side of the knob, and here was a surprise, the nature of which simply repaid the reporter for his long chase and any danger in which his inquisitiveness had led him.

While sitting in one of the offices on the ground floor, awaiting the arrival of the official of whom I was in quest, I chanced to notice a ship of paper at my feet. Thinking that perhaps it had been blown from the desk near which I sat, I picked it up and was about to place it on the desk when my eye caught the words, "Aeronautical Department."

Clearly defined against the clear sky was a strange body. A body whose peculiar shape made the blood leap quick in the young man's veins as he lay upon the ground behind a shrub, and listened to his heart beat.

As I knew of no such department on the grounds, and fearing I had been remiss in the search for readable news for the public, I glanced a second time at the sheet before me. Having a slight knowledge of the necessary arrangements for the successful launching of air ships, it dawned on me that this bit of paper pertained to such an occasion. I hastily made a copy of its contents, as follows:

It was the famous airship, at last, and was anchored by a rope to a tree. The craft was about fifty feet long and tapered from the center in both directions, with the greatest diameter about fifteen feet. Only one side was seen by the reporter from his hiding place and on that there were six propellers, not unlike the whirligigs made of paper and sold on the streets to children. They were about twelve feet from tip to tip.

Tennessee Centennial Exposition Company, Nashville, Tenn., April 26.--To E.C. Lewis, Director General: Please furnish the following articles to be used in the Aeronautical Department, Top of Hill:

The wings were only slightly in motion, just sufficiently to keep the anchoring rope fast. The body of the craft, or the hull, shone in the moonlight, and substantiated the belief heretofore expressed that aluminum had been used in its manufacture, something similar to the headlight of the ordinary railway engine, but no light emanated from it nor was there a single ray visible about the concern. Not a sign of life was to be seen about the airship until the man with the basket whistled shrilly. Then a door creaked and a voice said: "Hello, Jack, is that you?"

Quan. Des. Where Want. When Want.

"Sure," was the answer from below. Then there was heard the sound of sliding rope, and the end of it appeared swinging down from the airship. As the rope end came dangling down, the man on the ground began to unfasten that that anchored the ship. A noose was in the end of the rope let down, in which he placed his foot, and very soon the creak of a pulley was heard, and he began to rise. In a short time he was on board, the other rope end was pulled in, and the six immense whirligigs on the visible side of the craft began to revolve more rapidly. One end of the vessel was slightly elevated and gradually it drew farther and farther away from the earth. When an altitude of one hundred feet had been reached, suddenly a brilliant light appeared in the headlight on the bow and a green one

Iron filings from red car to top of hill. Keep dry. 50x20 feet of burlap taken to top of hill an ounce.

50x150 trees cut front, rear and north sides at once.

Water run to large tank at once.

Ground leveled on north side (sand top) at once.

One bushel of unslacked lime and any small loose rope 200 feet long at once.

Keep for to-night. / A.W. BARNARD, Placing the requisition on the desk, I started in search of "the top of the hill." Just in the rear of the Commerce Building stands a hill, surmounted by a huge barn-like building, nearly completed. There I directed my steps, and after plodding through ankle deep mud, I came upon two carpenters at work some distance away from the mysterious building.

"Where is Mr. Barnard?" I asked. "Don't know anybody of that name," was the reply. "Can you tell me what the building you are working on is to be used for?" I inquired.

"I dunno. Guess its goin' to be a stable." Seeing that I could gain no knowledge in that quarter, I walked up to the building. It was a huge, barn-like structure, with nothing mysterious about it except two peculiarly constructed tanks on the north side, one smaller than the other, and connected by piping. After making a survey of the surroundings, I addressed another carpenter.

"Where is Mr. Barnard?"

"I don't know."

"Well, he was up here a few minutes ago, and I have important business with him. Can't you know where he is?"

"I haven't seen him since this morning."

I next asked him about the airship, but the man was posted, and I had no knowledge of such a thing. He said he did not know what the building was for, and it wasn't any of my business. I was convinced that the carpenter knew something more than he was willing to admit. Before many minutes I proved the correctness of my convictions.

"Yes, it's something of that sort," he said, when I told him point blank I knew the whole business. "They just told us they wanted a building 60x10 feet, and wouldn't give us any plan to work on." Maj. Lewis said they were going to put an eighteen foot goose in it, and that's what I have been telling everybody that asks what the shanty is for."

"What are those tanks for?" I asked.

"Chemicals," was the startling reply.

"I understand a trial ascension will be made tonight. Is that so?"

"No; they didn't intend to make one tomorrow evening, but we couldn't get this house completed in time. I think it has been postponed."

Seeing that I could get nothing more from that source, I went in search of Mr. Barnard, but found that he had left the premises.

Luckily I ran across an employe who is on the inside, to a certain degree, of this exclusive airship society, and found the workshop where the aerial wonder is in course of construction. It is located under the Administration building, and there were all the mechanical appliances to be put together to form the great invention. I could not get more than a glimpse, but among other things was a [square] mass of silk, which filled with chemicals will be the supporting power of the machine.

I had managed to get a description of Mr. A.W. Barnard, and had also learned from my hilltop informant that he had been ordered to send the key of [] building, in the event of its being sufficiently completed to put a lock on it, to the Architects office in the Administration Building, where he would get it at [] o'clock, when he came back to the grounds.

It was now about 3 in the afternoon, and I had at least a three hours' wait ahead of me. This time I availed in finding a number of people closely connected with headquarters if they knew Mr. Barnard or anything about the building on the hill. One and all were totally ignorant of his existence. Never in the history of the Centennial has such a remarkable secret been kept so long. I felt a great deal of admiration for the genius of the men who could not construct a wonder which will revolutionize the travel of the world, but, [still] keep their operations a profound secret from the brilliant local news gatherers who daily visit the Centennial in search of items.

As 6 o'clock drew near I secured an introduction to a gentleman who knew Mr. Barnard, and he promised me the pleasure of meeting the gentleman in whom so much mystery is centered.

Shortly after 6 a slender, medium-sized man, with blue eyes and Vandyke beard, ran up the steps of the Administration Building and I recognized him as the man I was in search of. In a few minutes I secured the wished-for introduction, my friend at the same time adding, "Col. Church can tell you whether it is finished or not. He has just been up to [] see it."

Upon learning that he referred to the prospective home of the airship, I answered that it was not finished. As soon as an opportunity presented itself I took Mr. Barnard to one side of the veranda and asked him for news about the air ship.

"I don't know anything about any air ship," he replied.

"How about the building on the hill?" I asked.

"Oh, that is to be used for aeronautic displays. We will have different kinds of kites, balloons and that sort of thing there."

I refrained from saying that it was rather a strange departure from the general line pursued by the Centennial people to construct such a barren shanty for exhibits, far off on a hill, and said:

"Mr. Barnard, I know positively two things. First that there is an air ship being constructed; second, that you are in charge of the construction. Now, will you kindly tell me something about this [] matter?"

"Who are you?" Mr Barnard asked.

"I am a Sun reporter," I replied.

"Well, I don't know anything about it in the first place, and if I did I never gave any news to a reporter, and don't intend to. If you want to know anything about what is going on out here you should go to

Maj. Lewis, Dr. Dudley or Mr. Bruce. They are in charge and can tell you anything they want to."

This was far from satisfactory, and I soon convinced Mr. Barnard that I knew enough about the air ship to make a good story, even without any assistance from him. When he discovered this he changed his tactics, and told me that any premature publicity would interfere seriously with their plans, and that a number of the most prominent people in Tennessee were interested in the matter.

He further said that a contract had been made with everybody concerned to remain silent until the trial trip was made, and gave me to understand that such an arrangement had been made with the Associated Press and local papers. I was in position to know that no such agreement existed between the Sun and the air ship speculators, and told him so, and that I was under no obligations to refrain from what would be interesting, if not sensational news to the Nashville public.

He admitted that arrangements had been made for a trial trip Tuesday night, but that owing to the rain of yesterday it would have to be postponed one day. Mr. Barnard said, however, that if I published anything regarding the intended trip or the air ship in general, he would deny

it in the next paper. I pointed out that in the end the public would see that the Sun told the truth, but he argued that it made no difference. He would deny it for the time being. Mr. Barnard laid particular stress on the great error I would make in connecting the gentlemen who are connected with the enterprise with it.

Although Mr. Barnard spent the succeeding twenty minutes in trying to explain to me the reasons why this matter should be kept quiet, I could not see the logic in it, and at last told the gentleman that the only way to do so would be to telephone to the editorial rooms of the Sun. Should my editor say remain silent I would drop the matter at once.

We then went to see Director General Lewis about the matter, but he had gone for the night. Dr. William L. Dudley, Director of Affairs and Mr. Bruce were coming down the stairs as we entered the building, and as Dr. Dudley is one of the interested parties, I asked his advice in the matter. He told me that he, as were all others interested, were under promise to remain silent regarding the strange enterprise, but when I suggested that he put a stop to my investigations by requesting the managing editor that I be called to a halt, he replied that he had no authority to do so. He asked that no names be mentioned, saying that a man's name was his own property.

I differed from him, and the conversation ended by Dr. Dudley telling me that I was a free agent, but it would be far better to let the matter rest until it could be spoken of more freely. It was his idea, he said, to make a trial of the air ship soon, and invite all the newspaper men, when, if everything worked smoothly, a full detailed statement would be furnished them. If no, they were to be requested to suppress any notice of the matter whatever.

After leaving Dr. Dudley, Mr. Barnard and I held another spirited session in which that gentleman averred his desire to give me all the news later on, but wished his name suppressed now, and said he did not know as much about it as the carpenter who was erecting the building to contain the ship.

This ended the lengthy discussion, and Mr. Barnard, who says he is not connected with the air ship, headed directly for the shanty on the hilltop. I strolled slowly toward the Centennial gate convinced by

beyond a doubt of several things, to wit:

An air ship is being constructed at the Centennial.

That it will sail (perhaps) from the shanty on the hill.

That no one who is connected with it knows anything about it, and that the first trial will be a revelation to those who had no suspicion that such a wonder was in their midst. J.M.C.

1897 May 1 (Sat.) Daily Leaf-Chronicle, Clarksville, Tenn., p. 2.

SAW THE AIRSHIP. / Occupants Were Visible, Waving Their Hands. / Story of the Aerial Wonder Which Comes From Elkton--A Startled Family. / The following appeared in yesterday's issue of the Todd County Times:

"Tuesday night about 7 o'clock as a family living south of town were sitting at the supper-table, they were suddenly startled by the furious barking of the ever-faithful watchdog, and as is usual with children, they all rushed out to see what had caused the excited excitement of the canine. They all rushed back pell-mell, head-over-heels, exclaiming: 'Jack-o' lantern in the sky, mamma! Jack-o' lantern in the sky!' The wiser heads of the family, after close inspection, concluded that Elkton had at last been favored with a visit from the wonderful airship. And, as Elkton was never known to be out of line, they were not in the least surprised at the mysterious spectacle that met their view. For the benefit of the curious, we will give as accurate a description of it as possible: A large cigar-shaped affair, with immense white wings. It was not very high and the guy ropes and rods could be seen plainly. Three men were visible and they frantically waved their hands as they passed. The machine had a zig-zag course and seemed to be out of working order.

"Any further information will be gladly furnished by Miss Katie Barnes, Elkton, Ky."

1897 May 2 (Sun) Nashville American, p. 14. (card 1)

REPUTED HOME OF THE AIRSHIP / Story From Wisconsin Gives an Account of the Invention of Such a Machine. / DISCOVERED BY AN ACCIDENT / Three Men Are the Inventors and Sailors of the Mysterious Craft--Left Letter Saying They Were Gone to Washington. / ...

A dispatch from Brule, Wis., bearing date of April 24, says: It is extremely probable that the famous airship has found correct solution through discoveries just made by residents of Brule, taken in connection with facts of peculiar nature existing prior to the first discovery of the floating vessel.

Volney Stewart, a young Scotchman, who has resided in this town for five years is believed to be the inventor of the mysterious craft, and it is further believed that he is now on board the vessel with two companions, John Jenkins and Harry Foster, the former being a cousin and the latter a brother-in-law of the inventor. The discovery furnishing ground for this theory was made last Wednesday morning by James Conness, a prominent resident of this place, and the facts [] tending to strengthen the theory are attested by nearly half the populace. The residents of Brule have not the slightest doubt that the mystery has been solved by them, in fact so strong is the belief that Stewart and his two companions are now flying through the air aboard the mysterious vessel that great fear is entertained by friends of the three gentlemen for their safety. Whether or not the theory prove correct, it is certain that the three men named have furnished a genuine sensation for the public and have an interesting story concerning aerial navigation that is built upon well known facts, together with a chain of statements made by veracious people.

Stewart was a local builder, but for a number of years previous to the building of the house he had been in various capacities. It was first found out that Stewart made his last trip to Duluth, and from the latter place he came to Brule and took possession of a tract of Government lumber land. A few months later Jenkins and Foster went out to the claim to "batch" with him, and the three men have resided there until a few weeks ago. After building a comfortable log cabin, the men set to work upon the construction of a one-story, faced-log building, and in a few months this was completed. This brick building, so men said, was to be used for a barn, but, strange to say, the only domestic animal upon the place was a dog, and the people of that neighborhood were somewhat at a loss to understand why a building of such dimensions was necessary in such a place. The structure came to be looked upon with suspicion by those who knew of its existence, and some of the more curious ones were energetic in their efforts to ascertain its purpose, but without complete success. It was noted that a great deal of time was spent by the three men within the mysterious structure, while the clanking of hammers and the buzzing of saws could frequently be heard by people traveling that way. But the one large door of the building was invariably bolted and the windows on either side were frosted to obscure the view from outside, so that a glance at the interior could not be obtained without smashing a window or forcing an entrance through the door, and this could hardly be successfully accomplished, because the building was constantly under the watchful eyes of the three companions from the house when they were not occupied at their mysterious pursuit. At last it was agreed among the people of the neighborhood that the three claim dwellers were carrying on some illegitimate business and the xxxxxxxx majority were inclined to the belief that they were engaged in making counterfeit money.

One day about three years ago some unknown person took the pains to notify the United States authorities that a counterfeiting establishment was operating at full blast in broad daylight and United States Deputy Marshall Oakley instituted a quiet investigation of the report. But to arrest followed, and it was said at the time that Mr. Oakley and a secret service xxxxx man went to the Stewart homestead and searched the mysterious building, but failed to discover evidence of counterfeiting. For five years the three friends continued to occupy themselves within that mysterious building, xxx closely guarding the secret of their occupation, while the people on the outside continued to hover about the place like vultures, hungry for information. Frequently one of the men would go to Ashland or Duluth for provisions or material, and so curious were some of the residents to solve the mystery of the one-story building that they occasionally followed the man to town and watched his movements as a detective would a criminal but without obtaining the desired information.

About six months ago the report circulated among the neighbors that a man from Ashland, while "looking" timber, had accidentally gained access to the mysterious building and that he had discovered the secret so closely guarded for years by the three friends. He had promised not to disclose the secret, the report said, but one day, a few weeks later while on a spree, the "looker" became talkative and violated his rash promise. He caused it to be made known generally that what he saw inside the secret workshop was nothing more or less than a wonderful new invention in the line of an airship, and that he had been given the quiet tip to the effect that the three builders were just putting on the finishing touches when he saw it and proposed to set sail with the craft in a short time. They did not allow him to inspect the craft closely, he said, but xxx during the brief xxx time in which he was accorded the privilege of feasting his eyes on the new aerial wonder he saw enough of the craft to enable him to furnish a general description of it.

According to the story of this man, whose name is Robert Haner, and who is a well-known resident of Ashland, the vessel he saw was about thirty feet in length, shaped like a screw, the large end being perhaps ten feet in diameter, with a gradual taper to a sharp point. The boat, he said, rested upon wooden horses, and suspended from the rear of the axis upon which the main body was evidently intended to revolve was an enclosed carriage, probably large enough to hold six men comfortably, and lighted on two sides by single-pane windows. He saw nothing in the shape of wings attached to the ship, and came to the conclusion that the machine would be operated by some power contained within the revolving screw. Haner avers that the three men ordered him to leave the place instantly, but he managed to tarry a few minutes, greatly to their disgust, and finally left in company with one of the men, who gave him the information which he subsequently disclosed, the agreement being that he would say nothing about his visit to the place until six months had elapsed. The people who heard Haner's story were inclined to discredit it, but their views were altered a few weeks later by the story of a lumber jack, who also claimed to have stolen a glimpse of the air vessel, and whose description of the wonder tallied with that of Haner's as far as it went. The lumber jack claimed to have reached the door of the log building just as one of the three friends was coming out, and while the door stood ajar he gave the interior a searching look and discovered the screw-shaped air vessel resting upon a pair of carpenter's horses. The man at the door, he said, ordered him away from the place, and upon his refusal to withdraw intently grasped a double-barreled shotgun and ushered him away under cover. Upon signifying his willingness to depart peacefully from the premises the man with the gun ventured the information that the object of their labors inside was a new model water craft for navigating in deep water.

Wednesday morning Jas. Conness, while returning to Brule from a visit to a homesteader, passed by the Stewart house, and when nearing the cabin made the discovery that one side of the mysterious building was torn away and that the material taken therefrom was carefully piled

near by. His curiosity was aroused and he decided to investigate. Inside the building there was a miscellaneous collection of material, including scraps of sheet iron, bolts, waste lumber, narrow strips of brass, pieces of canvas, ropes, etc., and outside there were four posts driven into the ground, attached to which were four long ropes, one of them dangling over the top of a tall pine tree.

Conness rapped at the cabin for admittance, but received no response, and then returned to town. Later in the day Mr. Conness, accompanied by a dozen other residents of the town, went out to the Stewart claim to satisfy themselves of the truth of the story. They found things as represented by Mr. Conness, and made the further discovery by affecting an entrance into the cabin, that preparations had been made by the three claim dwellers for a departure. In the lean-to used for a kitchen there were two large chests in which were carefully arranged numerous sets of carpenter's tools of all descriptions and in the one large room of the building all the furniture was carefully stored and covered with sheets, while in a rudely-constructed cupboard was found a dozen books treating on the science of modern shipbuilding and aerial navigation. Tacked to the outside of the lean-to door was a card upon which was written in a scrawling hand the words: / "Gone to Washington to get a patent. / "VOLNEY STEWART."

By comparing notes the residents of the Stewart vicinity and of the town of Brule arrived at the conclusion that the three ship-builders must have taken their departure about three weeks ago. They were not seen by any of the residents since that time and one man is positive that he noticed the side of the building was gone over two weeks ago.

1897 May 8 (Sat) Memphis Commercial Appeal, p. 177

Airship Seen Last Night. / Mrs. Hannah Nixon Was the Person Who Saw It, And She Describes the Object.

An airship was seen last night by a Memphis, by a woman of veracity and intelligence. She is Mrs. Hannah Nixon, of 235 Beale Street, a kinswoman of Mrs. Emmett Howard. Mrs. Nixon tells in a straightforward manner what she saw. She related to a reporter for the Commercial Appeal her experience something as follows:

"I had stepped out of my room on the veranda upstairs and was enjoying the cool air, when I noticed a dark object in the west moving rapidly along from north to south. The dark object, as near as I could see, was cigar-shaped and about as long as that table," she said, pointing to a center table that is five feet or more long.

"Along the top was a streak of light, resembling somewhat the top of a street car when it is at a distance. Suddenly a bright light flashed up like a search light, about twice as long as the dark object. This light went out, but the row of lights along the top remained as long as I could see them.

"I think it must have been in sight four or six minutes, for when I saw it I stepped through the window into my room and took my field glasses from the mantle and looked at it again. It just seemed to glide through space without a bobble.

"No, it was not a meteor, nor the moon either. It did not go as fast as a meteor, nor did it look like one. The moon was farther to the right than this object, and the clouds were just clearing away and made the moon appear to bobble.

"I know I saw it, and I believe it was an airship. I expect to ride in an airship before the year is over."

No amount of jesting could shake Mrs. Nixon's faith in what she saw. She believes it was an airship and accepts no other theory or phenomenon. She regretted that the trees prevented a prolonged view of the strange object.

1897 May 9 Memphis Commercial Appeal, p. 7. (Sun).

This Settles It. / Hot Springs Officials Make Affidavit Covering Definite Contact with the Airship.

HOT SPRINGS, Ark., May 8.—(Special.)—The mysterious airship which has been seen at so many different points throughout the country in the past month, and been the subject of much newspaper criticism, was seen about five miles west of this city last night by Deputy Sheriff McLenore and Constable Sumpter, who were out in search of a fellow constable who had been sent in the country to secure service of a witness in court. In a sworn affidavit published today the above gentlemen state that when first seen by them the vessel was high in the air and descending to the ground. It struck terra firma a short distance ahead of the riders, and was brilliantly lighted with electricity. Upon approaching nearer, two men and one woman was found beside the vessel filling its tank with water from a neighboring stream. It was cigar-shaped and resembled the pictures contained in many of the newspapers. The older of the occupants is described as a tall man with long black beard, who courteously invited the officers to take a ride with him. He stated that they were bound for Nashville to attend the exposition.

The story of the men was given no credence until after their sworn affidavits appear [sic] today, and as both men are of undoubted integrity their statement can be fully relied on as being true.

1897 May 12 (Wed morn) Nashville Sun, p. 1.

SEA SERPENT ASHORE / Monster Now Stalking Kansas Plains Devastating Plantations. / AN APPETITE UNPARALLELED / Unusual Shape And Color, but in Its Taste Differs From Past Records. / SWALLOWS BIG GAME. / Hogs, Chickens and Even Dogs and Plow Horses Victims of Its Omnivorousness--Proof Against Bullets. /

Topeka, Kan., May 11.—B.P. Walker, Postmaster of the town of Logan, is authority for the story that the farmers who lived in the valley of Crystal Creek in Phillips county are greatly excited by the appearance there of an enormous reptile, which reputable men say is

not less than fifty feet long.

It has the sinuous body of a snake, but its tongue is not forked and upon its head are two short horns. Its color is green, with dirty white spots.

It feeds upon small animals and fowls and it has an enormous appetite. One night a farmer lost sixty chickens and the next morning he followed the trail of the reptile until it disappeared in the creek.

Another farmer lost forty young pigs in forty-eight hours, and a German testifies that the monster killed his plow horse, which was feeding near the creek, by a single blow from its enormous tail. It has been shot at several times, but its hide is proof against bullets. When in anger it lifts its head three feet in the air and protrudes its tongue three feet or more and utters a whine like a puppy.

The farmers are afraid of it, but will make an organized effort to destroy it. It hides in the swamp and water, and it is supposed it came from the deeper water of the Solomon some miles distant.

D. C., VIRGINIA

April 13, 1897 Washington Post (Tues.) p. 6 (editorials)

The Kentucky people are so engrossed with their Senatorial fight that they are neglecting their chief industry and the quality of their output has sadly deteriorated. This accounts for the actions of those Western people who are seeing air ships in the sky at night.

Wed. April 14, p. 6--The airship jag is becoming a very common Western institution.

Thurs. April 15, p. 6--St. Louis is seeing the air ship. It is cheaper than grand opera.

--Possibly the navigator of the Oregon (battle ship recently run aground) was trying to give an imitation of that Western airship.

Fri. April 16, p. 6--There is considerable curiosity to know in what respect the air ship next morning differs from the orthodox variety.

--The sight of that air ship is making all Western editors sea sick.

Mon. April 19, p. 6--The Chicago man knows just what it means when he is invited to brace up for a look at the airship.

--They are beginning to receive messages from those airships. This ought to interest the chaps who declare Shakespeare didn't write it.

April 20, 1897 Washington Post (Tues.) p. 6 (eds)

The airship now has a formidable eastern rival. A man at Beaver Falls, Pa., ran over a dog, was thrown from his bicycle, and since that time has been seeing everything double.

Wed. April 21, p. 6--The North squadron of airships is now stationed over Michigan, and will remain there as long as the supply of liquor lasts.

--Hon. William Jennings Bryan is disposed to make a political airship of himself.

Thurs. April 22, p. 6--The summer resort without an airship attachment will not be in it this season.

Sat. April 24, p. 6--The increasing time between the airship stories indicates a corresponding increase of time between drinks.

April 25, 1897 Washington Post (Sun.) p. 6 (editorials) (card 1)

The Airship.

The reports of a mysterious airship are becoming more numerous and more bewildering. At first the progress of the ship from the extreme West was easterly. There were no retrograde movements. It appeared somewhat irregularly in spots, but every time it was reported it was further east than before. Latterly it has become erratic and has been signaled from points further west. Illinois, it would seem, was as far east as it was able to get. The steering gear of the machine got out of order somehow and the ship is now, according to the latest accounts, hovering over Cripple Creek, Colorado, in an aimless and uncontrollable manner.

A gentleman residing in Cripple Creek was out in his barn on last Saturday evening, when he was startled by hearing something fall on the roof of the building. Supposing someone was throwing stones, he went outside and asked a little girl who was playing around if she had seen anyone throwing stones at the barn. She said she had not, but had seen something drop on the roof. The gentleman climbed on the roof and found there a square box stuffed with paper, which on being opened disclosed a common sheet of writing paper, which read as follows:

"In Hidaïr, April 17.

"To Whoever Finds This Note:

"There are three of us loose in an airship. Our names and addresses are C. J. Pillsbury, 180 Washington street, Boston, Mass.; Pierre Humbert, city engineer, Boston; C. D. Novina, 72 Rue Traffant, Paris.

"On April 8 last we were on terra firma. Upon that day we descended upon a switch on the Missouri Pacific, in Eastern Kansas, named Weeks, which is about 17 miles north of Emporia. We have since been sailing, we know not where. We are out of water and have given up all hope, and we trust that whoever finds this note will immediately wire to the addresses given."

To this account is added the information that the gentleman who found the can examined the heavens and imagined he could detect a bright speck, but as darkness was coming on he could not be sure. It is alleged, however, that fully 3,000 people in Cripple Creek saw a glittering object about a mile above them, shaped like a cigar, which worked over toward the west and disappeared behind a cloud. As the airship was seen in Iowa a day or two before, down on the ground, guarded by a man with a rifle, who refused to allow any person to come close to the machine, it is clear the ship is rapidly moving west and southerly.

We are sorry for this. The progress eastward was so persistent

that we were encouraged to hope Washington was the destination of the airship and that in about two weeks from Easter Sunday it would reach here. This hope is doomed to destruction by the news from Cripple Creek, and while we are not altogether surprised at this retrograde movement, still we are grieved and disappointed. The journey of the airship has not been recorded with the respect due such an enterprise. There has been an air of levity pervading the accounts of the airship, not so much in announcements of its appearance as the way in which these announcements have been treated. In the remarks made by the press in general there has been a notable element of thinly veiled skepticism, which has doubtless had its effects on the navigators of the airship, and determined them on retracing their course back to where a more primitive people will greet them with enthusiasm and confidence instead of with the unbelief and suspicion which they met with as they journeyed east.

It is sad to reflect that genius is greatly below par in the market and promoters of airship schemes are quoted as low as two cents on the dollar; but when an airship does make its appearance it should have a chance to show what it can do and not be blown from its course by the tornado-like breath of adverse criticism. One newspaper in Minnesota threw an obstruction across the path of the airship in this wise: "Until further notice the Scorchers will not accept airship stories by wire unless they are prepaid or accompanied by a photograph of the elusive aerial visitor." Now, that is no way to encourage genius. No wonder the airship doubled on its trail and sought the mountain regions of Colorado. The "loose in an airship" story is probably intended to mislead the critics. Pure disgust at the treatment they have received along their route and what they might expect as they drew nearer the Atlantic coast inspired the change of course, and the steering gear got out of order because the voyagers became listless and inattentive and we hope the ship will get near enough to some mountain peak for the passengers to throw a grappling hook or two and anchor while repairs are made. Further news is anxiously awaited.

April 25, 1897 Washington Post p. 6 (eds.) Sun.

That man who is without the price of a squint at the airship is not cutting much of a figure in the West these days.

Mon. April 26, 1897, p. 4--Must Have Taken an Air Ship (S.C. banker disappears)

--- p. 6--Mr. Mason will never be able to get the U. S. Senate into an airship mood.

Wed. April 28, p. 1--That Mysterious Airship. (cartoon--balloon tax labeled "National Democracy", piloted by Cleveland and associates in undercarriage, has broken rope and rudder, and drops message of "We can't land" over Washington Monument) "The task is not an easy one, but surely not hopeless"--G. Cleveland.

Fri. April 30, p. 1--Daylight meteors story.

April 18, 1897 New York Tribune (Sun.) p. 6 (arsp as modern Flyg Dutchman)

Sat. May 8, p. 2--Barnard's airship is nothing special. There have been many similar ones which work as well, and the French "dirigibles" of 10-12 years ago worked better.

May 2, 1897 Washington Post (Sunday) p. 28 (card 1)

Light on the Airships

Weather Chief Moore Says They Are Kites.

Imagination Did the Rest.

People All Over the Country Have Been Constructing Great Cellular Kites, According to Plans Recently Published by the Government and Those Which Escaped and Sailed Away Probably Gave Rise to the Airship Stories.

Professor Moore Chief of the Weather Bureau, is confident that he can explain the stories of mysterious airships which have created such widespread interest recently. Said he yesterday:

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

[rest of long article concerned with kites and their scientific uses.]

1897 April 28 (Wed.) Roanoke, Va., Times, p. 5.

THE AIRSHIP SEEN.

The mysterious air ship continues its nightly wanderings. A citizen of Ballyhack came into town yesterday morning and reported that the vessel was seen sailing over Mill Mountain Sunday night about 12 o'clock, making in the direction of Hollins. It first hovered for a short time over Virginia College, and it is said the voices of Q. L. Harston, Lawrence Davis, Willie Eberhardt, City Editor Pepper and W. B. Daniel could be heard distinctly, singing to guitar accompaniment, "Come Where My Love Lies Dreaming." The airship was white and looked like a huge swan, occasionally flapping its wings with great grace and beauty as it made an upward flight. The flash light just at the bow of the vessel was a beautiful sight, lighting up Ballyhack with such brightness that two men were seen to take a drink from

June 14, 4 / Life in Georgia. / Worse Than the Air Ship.--It is reported that a strange looking figure which resembled a woman with long floating hair was seen by a few of our citizens a few evenings ago, flying through the air three or four hundred feet over the Litchfield Hotel, Neworth Post.

1897 May 18 (Tues eve) Atlanta Journal, p. 4.

LIFE IN GEORGIA

Saw the Airship.--Several prominent farmers living west of Cordele report having seen the passage of what seemed to be an airship on yesterday morning, just before daybreak. It gave out a brilliant light, sufficient to illuminate objects under its path. Excitement in the neighborhood over which the air ship passed was intense for several hours and it was not until it had vanished from sight that the spectators realized they had seen a real air ship.--Cordele Budget.

20, 2 Strange ran wandering in woods--is armed. 8 Weird man in local park.

27, 4 Animal the size of large dog, light colored, with dark spots, is loose in Calhoun county and kills and eats dogs at night.

June 9, p. 1 Barnard's arap explodes, but it makes parachute so he lands safe.

1897 June 7 (Mon. eve.) Atlanta Journal, p. 3.

AN AIRSHIP HERE SOME FOLKS SAY / Passed Over Northern Part of the City About 1 O'Clock This Morning. / HOW THE SHIP LOOKED / It Resembled the Upper Saloon of an Ocean Steamer Seen in the Distance--Description of It. /

An air ship passed over the northern portion of the city about 1 o'clock last night.

It was seen by a number of well-known citizens, and a most novel and striking sight it presented.

It seemed to be about a mile high and was sweeping along at the rate of about ten miles an hour. It was not vividly seen, but the outlines were distinctly visible. The aerial vessel seemed to be about the size of an electric car, was brilliantly lighted as if with electricity, and had somewhat the appearance of the upper deck saloon of an ocean steamer when seen at a great distance on the sea at night.

Quite a number of people in the northern part of the city distinctly saw and greatly admired the nocturnal visitor, which, moving slowly, was readily visible for a few moments, and then disappeared gracefully to the northeast, seemingly passing over the Southern railway beyond Ponce de Leon.

1897 June 22 (Tues.) Atlanta Journal, p. 4.

Life in Georgia.

Everybody Sees It.--Several citizens report having seen a huge ball of fire floating in the heavens southeast of town about 9 o'clock Wednesday night. The ball remained in sight a few seconds and was as large as an infant's head.--Hartwell Sun.

Mon. June 21, p. 4. Life in Georgia. / Not an Air Ship.--A meteor or aerolite, as dazzling as ever swept across the firmament, passed from east to north about 25 degrees above the horizon at 8:05 o'clock Wednesday night. The light had an electric brilliancy, and the flying globe left a train of sparks like a gorgeous rock. Probably no larger nor more beautiful meteor was ever seen.--Eatonton Messenger.

23k 24.3. Giant frog, Covington.

July 14, p. 2. Man who cursed God burned by sulphurous fire from inside his body.

July 22, p. 4. / Life in Georgia. / Rainbow at Night.--While going home about 12 o'clock at night recently from a Kukkk Knights of Pythias lodge meeting Dr. Howard E. Felton and Mr. John Kennedy say they saw a wonderful phenomenon in the eastern sky in the shape of a rainbow. The moon was shining brightly while rain was falling with the above result.--Cartersville News.

29, 4. 40' blacksnake, Calhoun.

FLORIDA, ALABAMA, MISSISSIPPI, ARKANSAS

1897 May 2 (Sun) Florida Times-Union (Jacksonville), p. 12

WELAKA WAIFS. / Famous Air Ship Seen Passing Over Lake George Recently / ...

While out with their girls on the St. Johns river last night, several of the young men saw something pass over little Lake George, which looked like an air-ship. It appeared to be about fifty feet long, and was going in the direction of Cuba.

Friday April 16., p. 6. STATE ITEMS.

The other night at the foot of Scott street, near the river, a bright light was seen emerging from the river. It was thought to be a lantern carried by a fisherman, but further investigation proved it to be a ball of fire about the size of a baseball. Some little boys wanted to catch it, but it soon took a rise and disappeared.--Tampa Herald.

Tues. April 20, p. 8. IN AND ABOUT THE CITY.

A solar halo was observed for several hours yesterday, the luminous circle with prismatic colors attracting a great deal of attention. A large number of superstitious people began to g tell what it meant. Some said it was a sign of war between this country and some foreign power; others that it was an Easter omen set in the heavens as a sign that peace would soon prevail in all parts of the world.

11, 4. Two airships are now reported as floating over Nebraska cities. And yet there is plenty of good drinking water in Nebraska.

12, 4. The airship is now being seen in Iowa. Where, oh where is Francis Murphy?

16, 4. That air-ship has not yet made its appearance over any part,

of Florida, and yet a ~~great~~ great deal of whiskey is drunk in this state.

19, 4. The man who is in love is navigating an air ship. 1897 April 11 (Wed.) Birmingham (Ala) News, p. 3.

TUSCUMBIA SPEC IT. / The Air Ship Article Seems to Flow in Alabama. A special of the 17th from Tuscombua to the Montgomery Advertiser says:

This city is in a tumult of excitement over the appearance of a large black object, which passed over last evening about 8 o'clock. It had an immense headlight, which could be seen for miles. It was seen by several parties, who claim they could very distinctly make out a large barrel-shaped body, with the large light in front. The moon was shining bright and the sky was very clear, thus giving a good chance for observation. From the description of the celestial visitor, it was probably an air ship, and was traveling directly south, from a northern direction, and was making for the mountains, which are about three miles south of the city, where it was last seen going down behind them. It could not have been a meteor, as it did not travel fast enough for one, and the people are wondering what their strange ~~the~~ celestial visitor was.

p. 4: It remained for a Kansas man to provide the best description of the nocturnal airship. He said: "It looked to me about as big as a beer glass."

p. 4 (Spirit of teh Press): "Several thousand people living in the vicinity of Chicago saw, Friday night, in the sky an illuminated something or other, which they took to be an air ship. The aerial vehicle has now been seen in Kans, Neb, Minn, Ia and Ill. We trust it may come south so that we may be duly satisfied that the whole northwest has not been seized with an epidemic of lying. Perhaps it is an escaped boat from the canals of Mars. Perhaps it is a Crookes tube on a rampage. Perhaps it is the star-eyed goddess of reform searching for Mr. Harry Watterson. Perhaps it is the ball fired to the moon from Fla. by Jules Verne some years ago. Perhaps it is some stellar Hawaii seeking annexation. Perhaps it is another Chicago bank doing a fly-by-night business. There is no telling.--Macon Telegraph.

16, 4 The arap recently seen over Chi turns out to have been a balloon. The suggestion is made that perhaps it was the one in which the Republican city ring went up on election day. / also mention of C. Case lettr 17, 4 The mysta arap has passed over Clarksville and is now headed this way. Prohibitionists will not see it.--Memphis Scimitar.

19, 4 It remained for an Ia man to see the mysta arap alight in his field. He makes affidavit to that effect & says 2 men disembarked fr the car. And yet Ia is a prohibition state. / If the arap business continues the Prehib. party will be driven into calling an extra session to formulate plans for an emergency campaign.

1897 April 16 (Fri) Daily Clarion-Ledger (Jackson, Miss.), p. 2.

Several northeastern towns (in Miss. ?) report having seen an air-ship flying over, but so far no one has been able to discover whence the strange aircraft came or whether it went.

17, 2. Cooing lovers in Iowa, Illinois and other states are now "sitting up to see the airship." That's just as good a dodge as the old one of "staying out to see the comet."

While Western towns are having their excitement over, or rather under, the mysterious air-ship, what's the reason some enterprising citizen of Jackson cannot send up a balloon with a Chinese lantern or two attached and thus be in the swing? Dozens of places in the West have reported having seen an air ship during the past week or two and there has been the greatest excitement.

22, 2. That airship took a rest on mother earth near Stepenville, Tex, Monday, and hundreds of people went to see it. The three passengers did not permit anyone to examine its mechanism but informed them that they were testing the thing for New York capitalists and that aerial navigation is now an assured fact.

27, 2. The air ship is now spoken of as the "advance agent of prosperity." Its operators fight powerful shy of this part of the earth.

1897 April 22 (In) Arkansas Gazette, p. 3. (CARD 1)

SAW THE AIR SHIP / Conductor Hooton, of the Iron Mountain, Tells of It. / MOST AUTHENTIC STORY PRINTED / He Ran Across the Aerial Ship in an Open Field Near Roman and Talked With the Men Manning It--He Gives a Graphic Description of the Queer Looking Ship--Five Men Were Passengers in It--Mr. Hooton's Statement. /

Capt. "Jim" Hooton, the well-known Iron Mountain railroad conductor, who was in the city yesterday, not only verifies the report that he has seen the air ship, but has furnished "The Gazette" with the following sketch, which was made by him [The Air Ship As Sketched By Capt. Hooton.]. Those who know Mr. Hooton will vouch for the truth of his statement:

"Of course I saw the air ship," said Mr. Hooton to a "Gazette" reporter, "there is no doubt in the world about it, and you will be safe in banking on what I tell you. It came about in this way: I had gone down to Texarkana to bring back a special, and knowing that I would have some eight or ten hours to spare at Texarkana, I went to Illoman to do a little hunting. It was about 3 o'clock in the afternoon when I reached that place. The sport was good, and before I knew it, it was after 6 o'clock when I ~~was~~ started to make my way back toward the railroad station. As I was tramping through the brush my attention was attracted by a familiar sound, a sound for all the world like the working of an air pump on a locomotive. I went at once in the direction of the sound, and there in an open space of some five or six acres, I saw the object making the wata noise. To say I was astonished would but feebly express my feelings.

I decided at once that this was the famous air ship seen by so many people about the country. There was a medium-sized looking man aboard and I noticed that he was wearing smoked glasses. He was tinkering around what seemed to be the back end of the ship, and as I approached I was too dumfounded to speak. He looked at me in surprise, and said "Good day, sir; good day." I asked: "Is this the air ship?" and he replied, "Yes, sir," whereupon three or four other men came out of what was apparently the keel of the ship. A close examination showed that the keel was divided into two parts terminating in front like the sharp edge of a knife; in fact, the entire front end of the ship terminated in a knife-like edge, while the sides of the ship bulged gradually toward the middle, and then receded. There were three large wheels upon each side made of some bending metal and arranged so that they became concave as they moved forward. "I beg your pardon, sir," I said, "the noise sounds a good deal like a Westinghouse air brake." "Perhaps it does, my friends; we are using condensed air and aeroplanes, but you will know more later on." "All ready, sir," some one called out, and the party all disappeared below. I observed that just in front of each wheel a two-inch tube began to spurt air on the inside and they commenced revolving. The ship gradually arose with a hissing sound. The aeroplanes suddenly sprang forward, turning their sharp ends skyward, then the rudders at the end of the ship began to veer to one side, and the wheels revolved so fast that one could scarcely see the blades. In less time than it takes to tell you, the ship had gone out of sight. This drawing I have made you is the best I can do under the circumstances. I consider I was fortunate under the circumstances. I consider I was fortunate in seeing the ship. You may add that she pumped while standing still like the air pump of an engine. One particular feature I remember is that what I would call the cow-catcher was sharp as the blade of a knife and almost as pointed as a needle. There was no bell or bell rope about the ship that I could discover, like I should think every well regulated air locomotive should have."

LOUISIANA

1897 April 21 (wed) Daily Picayune (New Orleans), p. 6.

SOLIDLY SAVED BY LINES OF INTEREST. / ...The Flying Machine Seen by the People of Natchitoches... / NATCHITOCHES. / The Airship Seen in Louisiana.

Natchitoches, La., April 20.--Last night at about 1:30 o'clock, as a gay crowd were returning from a reception given by Company I at the Armory Hall, they were treated to a strange sight, coming from the western heavens. That spectacle consisted of a massive airship, the first story being of balloon shape, and the under car being of conical or cigar form. When first seen it seemed but a faintly animated spark, which, as it came nearer, gradually grew brighter. After a few moments its entire form was clearly perceptible, and developed a structure of strange proportions. It seemed to have been illuminated with a fluctuating light, which ranged from brilliancy to semi-darkness. Its destination appeared to be northerly, and it gave indications, from its course, as coming from Texas. It was evidently a machine of unique invention, as its movement was of an undulatory character, and bore a striking resemblance to the movement of some huge bird. It was visible, though about a thousand feet high, for nearly half an hour, and was a rare curiosity to those who had the good fortune to witness the phenomenon. The remarkable fact in connection with its visitation was that, as its course neared the city, the light that illuminated it became suddenly low, and did not again rise until the city was left in the darkness.

1897 April 21 (Wed) Daily Picayune (New Orleans), p. 9.

THE AIRSHIP. / One Man Saw It in New Orleans Last Night.

At 12:30 o'clock this morning Camp street in the vicinity of the newspapers offices was roused by an unearthly yell of "There it is!" and as quick as a flash the man who saw it disappeared up a stairway, and the racket as he jumped four steps at a time could be heard a block away. He had seen the airship, so he told his colleagues on the papers, and instantly every window in both offices was filled by the newspaper men and printers, all searching the heavens for the wonder, while the fortunate young man who saw it tried to describe it. He seemed very much excited, but he managed to say that he saw it going in a northwesterly direction, and it was about 50 or 60 feet long. It had a powerful searchlight which played around. As he described what he had seen everybody craned their necks and looked and looked, but they looked in vain, for there was nothing to be seen but the blue ether of night, dotted here and there with a twinkling star, which some started their companions by saying it was the searchlight of the aerial wonder. As the momenta flew by, and nobody saw anything which could by any possibility be distorted into an airship, the laugh began to grow on the man who said he saw it. He denied the soft impeachment which were cast at his veracity by his co-workers, but it was hard to convince them. His general reputation for truth and veracity is such, however, that his friends cannot help but believe that he saw something and as the airship was seen in the vicinity of Natchitoches yesterday, it is not unlikely that it may have come in this direction, the navigators bent on having a little fun at the expense of the people of New Orleans.

A young man connected with the Picayune claimed to have seen the airship here on April 1, but all he saw was the searchlight, as it was dark at the time. It was generally treated as an April fool joke, but the subsequent excitement caused by the alleged appearance of the strange craft in other cities leads to the belief that there may be some truth in it.

The two supposed navigators of the airship, Dolbear and Tillman,

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as they gave their names to the people of Stephenville, Tex., were supposed to have been in the city last night. Their names were registered at one of the hotels, but it was in all likelihood a hoax, as cards sent to their room failed to get any response.

1897 April 25 (Sun) Daily Picayune (New Orleans), p. 7.

THE AIRSHIP. / A Texas Rabbi Says He Has Seen It and Describes the Wonder.

There is a man in New Orleans who has seen the airship and conversed with one of the occupants. He is Rabbi A. Levy, of Beaumont, Tex., and his clerical position entitles him to credence.

Dr. Levy was seen by a Picayune man last night at the residence of Mrs. G. Levy, No. 40 St. Peter street, where he is stopping, having come to this city to attend the wedding of Mrs. Levy's daughter this afternoon, the young lady being 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 dumfounded 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. It went to Dallas, Austin, Fort Worth and hovered all around Texas for some time." Dr. Levy will return to his home in a day or two.

1897 April 29 (Thu) Shreveport (La.) Times, p. 6.

THE AIR SHIP. / Seen by a Thoroughly Reliable and Well-Known Citizen. (To the Times.)

Deadwood, Tex., April 24, 1897.--Seeing so much here of late in reference to the air ship has put me on the lookout for several days and nights, and my vigilance, much to my surprise, was rewarded on Friday night last, April 23. I was out about 8 o'clock in my Bermuda and clove pasture about 200 yards from my house, looking after some of my fine stock that seemed to be very much alarmed at something unusual, they running and snorting like regular bronchos. On arriving in the neighborhood of where my stock were, I saw a very bright and varied light in the air some 300 feet above the earth, coming from the southeast and going northeast. On its near approach to my surprise a vast search light, turning night into day, was cast down upon the immediate locality where I was standing. I recognized the ship as has been usually described so often, and began saluting the aerial travelers at the top of my voice. Much to my surprise, I received in reply a message dropped near me in a beer bottle bearing the trade mark of Anhusser-Busch, put up at St. Louis. Enclosed in the bottle was the message stating that this was the ship recently landed near Beaumont, Tex., and was one of five now traversing various parts of the United States, this special ship having covered nearly the whole of the north west, and was now bound for St. Louis.

It was seen by a number of my neighbors, who will testify to the same, and as to my veracity in this neighborhood, where I have lived for the last forty years. Some very amusing scenes took place on sight of the ship. Many took it to be the coming judgment day. Within the past twelve months there have been many converts to the holiness faith in this community, and some of them claim that this is but a forerunner of mighty evidence that will soon come to the doubting christians who still linger in benighted darkness of the old-time teachings on christianity. Let us hear from the next. Very respectfully,

H. L. LAGROME. / Deadwood, Panola County, Tex.

TEXAS, OKLAHOMA

1897 April 6 Dallas Morning News, p. 4.

Denison Man's Find. / He Sees a Brilliantly Illumined Air Ship Sailing Northward.

South McAlester, I.T., April 5.--A gentleman who came in from Denison last night says that at 3 o'clock this morning, when he was returning to his room he saw a large airship going in a northern direction. It was brilliantly illuminated, and was going at the rate, he supposed, of about fifty miles per hour. There was a peculiar swishing sound to it, and as near as he could judge it was a quarter of a mile up from the earth.

His attention was first directed toward the stars by the peculiar sound from the ship, or whatever it may be called, and he watched until it passed over the hills to the north.

The gentleman is a Mason and a K. of P., and his reputation for truth is beyond question.

April 6 (Th) Dallas Morning News, p. 1. d. r. G. ...

Strange Object Seen. / "And There shall Be Signs Seen in the Heavens" ...

Soon a bright light was seen at the front of the object, which seemed to be thrown out in different directions. Mr. Trumbull called a number of people, who watched the strange shadow object for a long time, and are confident it is the mysterious airship seen at so many places during the past few weeks.

Its outlines were indistinct, but a light was thrown out from the front, and at times there were flashed of light along the sides. It moved swiftly backward and forward, sank almost to the ground just north of the city, and then rose straight into the air at great speed and disappeared in the darkness of the night.

1897 April 8 (Th) Oklahoma State Sentinel (Stillwater), p. 4.

The people of Stillwater were awakened Saturday night about one o'clock from their sound slumbering by a terrific explosion in the neighborhood of Eighth and Main streets as near as it can be located or in the heavens immediately above it, and what the explosion was or what was the cause of it remains a mystery at this writing. The supposition by some is that it was a meteor exploded in passing over and by others that some men or boys had exploded a stick of dynamite, but no trace of where it was done has been found. Their (sic) was no damage done more than to arouse the slumbering and make things jingle about everywhere their place of abode. The night watch and a few others sallied forth with their wincesters supposing that burglars were cracking a bank safe which afterward proved to be incorrect. It couldn't have been one of those supernumerary air ships that have been sailing back and forth over Kansas at night at the rate of sixty miles an hour, and have been seen hovering over several towns with its bright headlight for the past week dropped a bomb to explode in the air just to let us know that they had paid us a flying visit.

1897 April 9 (Fri) Galveston Daily News, p. 1.

A Live Meteor.

"South McAlester, I.T., April 8.—A large meteor, measuring about two feet in diameter fell last night just north of the stockade during the downfall of rain. In its descent from the heavens it presented a burning mass and would have burnt itself in the fall if it had not fallen on a huge mass of sandstone, which it crushed to atoms. The meteor is a common looking stone, but shows its meteoric origin. The rock was not entirely cool this morning.

April 10--Instead of the belled buzzard, that has served the great American sensationalist for more than half a century, a mysterious airship is now seen in the heavens here and there.

The Kans. arsp has been discovered by the former citizens of Kans now in Okla.

It seems that there are in all the states some people who see arsp. Apr. 7 p.4--Snapshots--It's now explained that the ar sp which the people of Kans. saw recently was nothing more than a flock of wild geese going north. It is remarkable that the Kansans didn't recognize them. Th. Apr. 8, p.4--The sails of the Kans arsp seemed to have been made of three sheets in the wind."

Apr. 15 p.4--The rumor that mysterious battleships are flying about in the sky above us was probably set afloat by enterprising jingoes who want to enlarge still further the army and navy.

Civil service question propounded to applicant from Kansas: "Have you ever seen an airship?"

Apr. 18p.16--Snap Shots--arsp parties in Kans.

Apr. 19 p.4--The arsp mystery of Kankakee now seems to be thoroughly understood. The dark object floating in the air fell down and the 100s who rushed to see found a pair of fresh bloomers.

The NJ arsp was found to be a mosquito with foxfire on his neck.

20, 4--The crew of the arsp which are cruising in the ethereal oceans of Texas will please be careful not to throw their empty flasks overb.

21, 6--The arsp is doubtless of providential dispensation to enable the producers & consumers of Am. to escape the oppression of the Dingley bill by sailing far over the custom houses.

23, 10--(Adv.) The Arsp Has Left Tex for the N. If you want to catch it... take I & GN "Fast Mail." (rr)

24, 6--The arsp have made an Iowa woman insane.

26, 6--The arsp have sailed from Tex, but the nights continue to be luminous with stars and musical with the caroling of mockingbirds.

1897 April 10 (Sat) Dallas Morning News, p. 4.

McKnight's Airship.

Paris, Tex., April 9.--For several days past The News has contained specials from different points stating that parties had seen an airship in the night. A man named McKnight has been working on an airship at U. S. Marshal Williams' ranch for some time and it is claimed he has been traveling around by night in his ship. While McKnight will not corroborate the statement, many who are in a position to know say his aerial navigation has at last become a success.

1897 April 15 (Th) Dallas Morning News, p. 4.

THE AIR SHIP AGAIN. / Lady and Gentleman See It at Different Localities and Describe It Minutely.

Denton, Denton Co., Tex., April 14.--That Denton is not to be behind the other towns and cities in north Texas is shown by the fact that the mysterious airship, of which so much has been said and written in the past few days, has been seen here by at least two credible persons, one a gentleman, the other a lady, whose reputation for truthfulness cannot be assailed.

The gentleman who saw the ship says that he was stand standing in his yard watching with the aid of a powerful pair of marine glasses. the stars, when a shadow fell athwart the moon, obscuring it for the moment. The sky being cloudless, he looked up to examine the cause.

"I at first thought it was a meteor," said he, "but upon closer examination discovered the unknown object to be almost stationary and focusing my glasses on it, discovered that it was moving slowly in a southeasterly direction. At this slow rate of speed the ship continued its course for a few minutes and then, with almost a jump, started off at a terrific rate and disappeared in the Southeast, remaining in the range of my vision about 20 minutes.

"When I first ascertained the character of the object it floated about ~~xxxx~~ a half mile above the earth and seemed to be about 50 feet long, of a cigar shape with two great wings thrust out from each side; a broad tail or steering sail behind and a long beak or blade resembling a cutwater on a ship in front. At the point where the beak joined the main body a powerful search light threw its rays far into the night ahead, beside which even the luminosity of the moon paled. A row of windows along the side gave out smaller lights, the source of which must have been stored electricity, as there was no smoke, as well as I could see and I could see very plainly, coming from the ship nor was there even a sign of a smoke-stack. I do not doubt but that it was an airship."

The lady above-mentioned is a member of the Ariel society, is one of the most widely read ladies in town and is not one upon whose credibility anything of a hoax-like nature could be imposed. Her description, although much less explicit than the gentleman's as she was unaided by any glasses, tallies almost exactly with the above. When she saw it, the ship was bounding along through space like a balloon.

These two descriptions are better than any of their predecessors' as one of them was with the aid of powerful glasses and both of them are from people widely read and much of the readings, too, of a scientific nature.

April 15, Dallas Morning News, p. 4

Snap Shots / A dispatch from Kankakee, Ill., says: The airship has reached Kankakee. Fifty prominent citizens, attracted by its phosphorescent glow, watched it hovering over the city about 1000 feet above the earth, for fully an hour to-night, when it darted off to the northeast in the direction of Chicago at a very rapid speed. In addition to its headlight, others in red and blue were seen, indicating a ship of large dimensions. Ex-State Attorney Hunter Roger, D. D. Sherman and Train Manager Cooman of the Ill. Central were among those who saw it.

Is it necessary to add that one of the lunatic asylums of Ill. is located at Kankakee?

1897 April 16 (Fri) Austin Daily Statesman, p. 1.

Watch for the Airship.

Weatherford, Tex., April 15.--(Special.)--Last night ~~xxxx~~ at 9 o'clock, the airship that has been mentioned in Oklahoma and other points was seen here. It passed over the city in a southwesterly direction and lights were thrown out from the front resembling the headlight of an engine. The machine was seen by many people, the Statesman correspondent included.

1897 April 16 (Fri) Dallas Morning News, p. 5 (card 1)

Sighting the Air Ship. / A Mysterious Traveler of the Skies Seen at Weatherford, Corsicana and Cresson. / Looks Like a Passenger Coach! / Powerful Search Lights Fore and Aft--Has Monstrous Wings That Fan the Breezes.

Weatherford, Tex, April 15.--Last night at 9 o'clock the airship that has been mentioned in The News from Oklahoma and other points, was seen here. It passed over the city in a southwesterly direction and lights were thrown out from the front resembling the headlight of an engine. The machine was seen by many people, The News correspondent included.

The Air Ship Again.

Corsicana, Tex., April 15.--Various and truthful citizens of Corsicana to-day declare that the airship, which has received not a little mention in the press this week, passed over the city last night.

It was described by one, who is emphatic in the statement that he saw it, as being a bright light a long distance from the earth and was moving at rather a fast speed across the firmament. It was said to have been seen at about 8:30 o'clock, came from the north and was moving in a southerly direction when first noticed. The light was described as being about the size of a water bucket and gradually assumed a smaller proportions until it vanished and was not observable to the eye. It remained visible about ten minutes. No messages were left behind by the aerial tourists.

The object, or whatever it might have been, was viewed by a party of eight or ten persons at the home of Judge Sam R. Frost on West Third Avenue.

Dr. Wills had his attention called to it and says that it was certainly not a meteor, for the reason that the light was intermittent, appearing to come and go, but that the object was too far from the earth for him to be able to see anything as to its form or shape. The light, he says, was the only visible part of the strange flyer. Seen at Cresson.

Fort Worth, Tex., April 15.--Night Chief Operator Dunlap of the Texas and Pacific union depot relay office in this city, hands The News correspondent the following:

"The operator at Cresson, on the Rio Grande railway, claims he has seen the mysterious and much-talked of airship. He describes it as resembling the top of a passenger coach in shape, long and pointed at

the ends, with powerful searchlight in the front end, with several smaller ones on the sides. The ship appeared to the operator to be about sixty feet in length, and when first sighted was making a terrific rate of speed in a southwestern direction. It had wings on it, he said, something like that of a bat. After passing the station about two miles he saw the ship suddenly alter its course and turn to the southeast and disappeared within a few minutes behind a cloud. He says this is no optical illusion nor after-touch of an extensive jag, but the truth, pure and simple."

Continuing, Mr. Dunlap said: "This is dead straight. I am now convinced that there is something in this airship business, for several prominent citizens of this locality also saw the ship."

Cresson is thirteen miles southwest of Fort Worth.

In Illinois and Indiana.
1897 April 17 (Sat) Dallas Morning News, p. 8.

(card 1)

FLIGHT OF THE AIR SHIP / A Mississippi Traveler Saw It In The Heavens Last Night. / MR. GRIFFIN'S STRANGE STORY / He Saw the Aerial Traveler From the Top of the Courthouse--Was Overjoyed. / SENSATION IN RAILROAD CIRCLES. / Freight Conductor J. E. Scully Caught a Glimpse of the Ship and Its Pilot Near Hawkins' Tank. -----

Ghost hunters, quail eaters and high divers and high jumpers have been relegated to the rear and the biggest man in the country to-day is the pilot of the airship, that mysterious aerial plunger seen in the heavens for the past ten days by sober citizens from the lakes to the Gulf of Mexico. The airship was the sole topic of conversation in all circles in this city. From the banker to the bootblack, all were interested. "Have you seen the airship?" was the question sprung at least 1,000,000 times. A News reporter found a good Adventist brother who was positive that the millennium was at hand and that the messenger was coming. "Don't mention my name," he said, "but I had a vision the other night and I am convinced that we are upon the eve of a great upheaval." Men of the world pronounced it a raw joke and a few crusty old chaps intimated that the quality of whisky sold in the small towns was enough to make the average toper see anything from a boa constrictor to a full rigged ship in the heavens. On his rounds yesterday a News reporter found two men who had actually fastened their eyes upon this "flying Dutchman" of the clouds. One of these parties saw the airship sailing along like a magnificent bird of passage. The other saw the ship resting on the ground, its pilot in his shirt sleeves, working like a beaver, making repairs. Mr. M.E. Griffin, at the courthouse, saw the ship gliding through space like a thing of life, and "Truthful" Scully, a freight conductor on the Texas and Pacific railroad, was the man who witnessed the pilot scraping the barnacles from the keel of the airship. Mr. Griffin was found at the courthouse yesterday afternoon. Mr. Griffin is a church man and has lived in Dallas for many years. He broke the ice himself when The News representative halted. "Well, I saw the airship and I could scarcely believe my own eyes. It was this way. I have been reading the stories of the airship on its travels in The News every day. At first I regarded it as a huge hoax. Next I saw I was in error, because it was next to impossible for good men all over the country to be deceived. Says I to myself, 'They are seeing it everywhere. What's the matter with taking a peep from the top of the courthouse, Griffin? Well, I borrowed a powerful glass and climbed to the top of the courthouse. From my position I could sweep the heavens in all directions. I had been there, say ten minutes when to my great delight, I saw the airship going in a southeasterly direction with the velocity of the wind. It was shaped like a Mexican cigar, large in the middle and small at both ends, with great wings that made it look like an enormous butterfly. It was brilliantly illuminated by the rays of two great search lights. I shall never forget the magnificent spectacle. Finally the airship disappeared in the distance and I very reluctantly descended to the earth. Ah, it was a sublime scene."

Mr. Griffin did not weep after this recital, but the moisture stood in his eyes. He is positive that the airship has two searchlights and is a swift traveler.

There was a great commotion in railroad circles just after the shadows began to gather last evening. It was rumored that Freight Conductor J.E. Scully and his crew had surprised the airship and its pilot in a lonely spot by the side of the track somewhere in east Texas. A News reporter hurried out to the union depot at 8 p.m. and

caught the "cannon ball" when it rolled in from Texarkana. The knight of the punch, good-natured Conductor Foster, was buttonholed before the soles of his patent-leathers touched the platform.

"Have you seen the airship?" queried the reporter. "The devil, no," he replied. "I saw the picture in The News and read the specials from different places, and that's all. See Mahoney. He will be down in the morning. Mahoney is a bird. He sees everything and the chances are that he has seen this airship. He never misses a good thing. See Mahoney," and then the jolly conductor boarded his train and was off.

Across the track from the union depot is the dispatcher's office. Mr. M. Patton is the dispatcher. He composed that beautiful song, "And the Wind Blew Through His Whiskers," while stationed at St. Joe, Mo., a number of years ago. That is, Mr. Patton was once arraigned before the bar of public opinion on this charge and he entered a plea of guilty.

"Mr. Patton, did you notice an airship strolling about in this neighborhood this evening?" asked the representative of The News.

"An airship? No, see here, forty men have poked their noses in here and fired that question at me this evening. I am busy. I haven't

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lost any airship and I am not hauling airships. It is, months since I tasted liquor," and then he whistled "The Wind Blew Through His Whiskers."

"Where is Conductor Scully?"

"Scully? You mean 'Truthful' Scully. He is out on the road and is due here, westbound, in a few minutes. Has Scully seen this airship? Well, he's a jolly good fellow, who loves the truth for truth's sake and his word is as good as a gold mine. He'll pull in here directly."

It was 10 o'clock when Conductor Scully's train came to a standstill opposite the office of the dispatcher and that individual rushed in to register and get his orders. The composer-telegrapher introduced the conductor and the scribe and the latter fired away. "Mr. Scully, it is rumored that you saw the famous airship at a point east of here to-day."

"I did."

"Was it sailing or resting?"

"Resting."

"What did it look like?"

"The descriptions already given in The News. Its bow was towards us, and its pilot was using a hammer and chisel, as near as I could make out, evidently making slight repairs."

"Could you furnish a description of the individual in charge of the airship?"

"Well, there is a clearing about midway between Hawkins and Hawkins tank, and the air ship had selected this place to make repairs necessary, and to be far away from the vulgar eyes of curiosity-seekers. There isn't a house anywhere near the spot. The conductor of the ship was 100 yards from the track. He was tall and spare and looked like a scientist or an inventor. He had that tired, far-away expression, as near as I could ascertain, and he was plugging away for dear life on necessary repairs."

"At what hour did you witness this singular individual and his marvelous air ship?"

"Well, we left Big Sandy at 2:10 p.m. It was close on to 3 o'clock when we reached Hawkins. We were making good time and all at once, in the clearing, I saw this ship on the ground with its bow towards the track. The air ship has wings and must be well equipped. Of course we passed it in a jiffy, but I saw all that was necessary to convince me that the air ship conductor had selected a quiet spot for resting purposes and repairs. Well, when we got to Hawkins I mentioned the fact of our discovery in the clearing in the woods and it spread like wildfire. I am sorry now that I mentioned it to any one, and I wish you would just leave my name out of the paper."

And then the conductor stepped out of the office, swung his lantern a few rounds, boarded his train and was off.

Mr. Patton shot an admiring glance at the query-voiced conductor as he sped away, and addressing The News representative, said:

"Truthful Scully knows an air ship when he meets one in the woods. I am satisfied that his story is gospel truth. Hawkins is midway between Mineola and Longview. Truthful Scully is a lucky chap. I might have passed that clearing in the woods a hundred times and never laid eyes on an air ship. Some men are born lucky. Others are born in Missouri."

Conductor Scully, before his train pulled out for the west, said to a friend: "In my opinion the air ship man has his plane well arranged. He is skipping about the United States creating intense excitement. When it gets too warm he'll ~~not~~ let sail for Europe. The chances are when I saw him to-day he was getting ready for an ocean voyage preparatory to making a tour of Europe. The air ship is the greatest invention of the age, or my name isn't J.E. Scully."

Col. W. A. Robertson of Mississippi walked into The News office last night and in a tone of deep satisfaction remarked:

"I have seen it."

The whole force rushed at Col Robertson with one bound. "Yes, gentlemen," he continued complacently. "I have looked at the airship with my own eyes."

"How big was it?" asked one.

"About 150 or 200 feet long, I suppose."

"Have any lights aboard?"

"Yes sirree, and they were big ones."

"Which way was it going?"

"Southwest."

"Going pretty fast?"

"Yes; it looked to me like the fellow had an engagement to eat breakfast in the City of Mexico and was afraid he might be late."

"Sure it was not a meteor?"

"I guess that when I see a thing I know it."

"It was this way," continued the Mississippian. "I was a passenger on the Missouri, Kansas and Texas south-bound train. I was sitting on the east side of the coach looking out of the window. Just after we passed Garland I saw a blaze of light in the sky quite a ways ahead of us. I made up my mind in a second that it was the airship, and I poked my head out of the window to get a good view of it, but the thing was moving faster than we were and in about two minutes was lost in the fleecy clouds. I could not distinguish the shape of the aerial traveler, but I saw its searchlights as it sped along."

At and Near Marshall.

Marshall, Harrison Co., Tex., April 16.—Conductor Virgil Brown and ~~Mr~~ his brakeman, James Murphy, saw the much-described air ship at Jewella, Ia., a station on the Texas and Pacific railway, thirty-two miles east of here, last night. There seemed to be a huge searchlight attached to the aerial machine and the light was thrown in several different directions. The speed of the ship was far faster than a railroad train. The ship appeared to be going in the direction of

Marshall.

Dick Weathersby, a night watchman of the Texas and Pacific railway car shops, said he saw this unusual aerial visitor at 10:20 o'clock last night. A number of other reputable persons claim to have had a view of this unknown visitor at about the same hour. Last night the sky was perfectly clear. Many people have provided themselves with powerful glasses and will scan the heavens to-night to get a view of this strange object.

SEEN NEAR HILLSBORO.

A Lawyer Had a Good View and Gives a Graphic Description.

Hillsboro, Hill Co., Tex., April 16.--Last evening Hon. J. Spence Bounds of this city was called out into the northwestern section of the county near Osceola to write the will of William H. Gathingu, an old settler, who is quite sick and is not expected to recover. It was dusk when Mr. Bounds got there, and as the will was lengthy with complications in it, it was nearly 9 o'clock when he got through and started home. What occurred on his homeward drive is best related in his own language to The News reporter. The narrative was made to the reporter in the presence of Judge J.H. Hall of the eighteenth judicial district and Hon. W.E. Spell, attorney for the Missouri, Kansas, and Texas Railway. Said Mr. Bounds:

"I want to recite a little thing that I witnessed last night. I have been up to old Uncle Billy Gathings to write his will and was driving homeward thinking of the old man and his useful career and the reward that doubtless awaited him in the good hereafter when I was astonished by a brilliant flash from an electric search light which passed directly over my buggy. I want to tell you also that I was almost frightened to death by it, for it made the space around me as light as day. My horse was also frightened and came near over turning the buggy. He snorted, reared and plunged madly, trembling meantime like a leaf. My hair stood straight up and I was almost too exercised to pay attention to the horse. Fortunately the light rested on us scarcely a second, but glided along over the fields and the country till it was suddenly turned upward toward the heavens. Then following it with my eyes I beheld, about 1000 feet above me I judge, a huge black monster, from which the light emanated. It was in shape something like a cigar, but underneath there appeared to be a body similar to the body of a ship, which was attached to the object and from which the light originated. The search light was presently shut off and a number of incandescent lights flashed around the lower edge of the body of the vessel or whatever it was. When I first saw it it was going very slowly in a southerly direction. The lights were soon entirely extinguished and it glided along like a small black cloud in the air. When some miles further south the search light again appeared and glided along the tinders of Aquilla creek and rested on a hill about three miles this side of the town of Aquilla. The vessel or ship steered for the mill, and as it approached it all the lights were again extinguished and the ship disappeared from my sight. I think it must have stopped on the hill.

"I never had anything to so thoroughly work me up, and I resumed my journey home, considering in my mind the strange adventures of the night. I have read and heard much of airships, but I never expected to see one. I had never seriously thought of them as possible, but in a few minutes I recalled the many stories I have recently seen in the papers about airships and decided that what I had seen was an airship. When I was within a mile of Hillsboro, about an hour later, I saw the same object rise from the locality where it disappeared. It ascended till it looked like a mere dark cloud in the skies, when it started in a northeasterly direction and went at a terrific rate of speed. It must have gone at a rate of 100 miles an hour or more. It was headed as near as I can judge toward Dallas or near there. Every few seconds it would send out brilliant flashes and sparkles, but it traveled most of the time in darkness.

"Now, gentlemen, I am not prepared by my profession to believe everything I see and hear, but I saw that object and my horse saw it. It almost made both of us frantic. So there is no denying the fact of its existence. The question is, what is it? Man has conquered the ocean, but we are told that the devil is the prince of the air. Again the scripture says the devil shall be turned loose for a season. Who knows but what the scripture is being fulfilled right here before our very eyes. It is possible, I admit, for man to get up a flying machine but still, for all that I have seen, I feel curious as to what it was, and can't help it."

Judge Hall and Mr. Spell were much interested in the narrative. The former commenting on it said:

"There is no end to the inventions of man and I place fully as much confidence in what my friend Bounds saw as in the accounts I read in the papers about airships every day."

"Yes," added Mr. Spell, "when Bounds is on the opposite side of a case that I am I think he is the most imaginative man in Texas, but when he descends from the bar and says on his honor as a gentleman that a thing is so I deal very gently with him and always give him the benefit of the doubt."

SEEN AT PARIS. / An Accurate Description by One Who Observed It Closely.

Paris, Tex., April 16.--Several parties here claim to have witnessed the flight of the mysterious airship that has attracted so much attention through the press of the country during the last few days as it passed over this city at an early hour yesterday morning.

The most accurate account is gleaned from Mr. J.A. Black, the night watchman at the Paris Oil and Cotton company's plant. He said to The News man:

"I was engaged in making my usual rounds at the mill yesterday morning about 2 o'clock when I observed a faint, but luminous object in the northeast sky which attracted my attention. It had the appear-

ance of being ~~an~~ enveloped in a luminous, hazy cloud. I first thought it to be a meteor of gigantic proportions, and its speed appeared equal to such a planetary tramp. As it came nearer this idea was quickly dispelled. I ran to the cabin of a colored man by the name of Jim Smith, just across the road, and hastily awoke him and together viewed the aerial monster as it approached nearer. From what appeared at first to be a luminous cloud there was now clearly outlined a monster airship. Myself and the negro (Smith) were held spellbound by the sight. He had a perfect view of the ship, for the night was clear and the moon was shining brightly at the time. The ship had sails or wings outstretched on both sides of its cigar-shaped body and on both ends there were large rotating fans projecting from the sails at an angle of about 45 degrees, the one in front being elevated, while the one at the rear was depressed, somewhat resembling the tail of a bird. We could only gain a faint idea of its accurate size, but think it may have been 100 feet long, the sails or wings constituting nine-tenths the whole.

"The cigar-shaped casing was apparently suspended in the midst of the sails, and it was evident that the fans were propelled by some power or force located in the cabin. The noise of the propelling machinery was plainly heard as the ship sailed swiftly over us. My dog with me when the airship was first discovered and he immediately set an unearthly moaning which he continued until the curious visitor was completely lost to view. The negro was visibly affected, and being naturally superstitious lost no time in falling to his knees and offering up a prayer for the safety of himself and family. The negro even now claims that the airship was none other than the return of Noah's ark, with wing like attachments on its way toward the Mississippi bottoms, its mission being to save the colored folks from the perils of the overflow in that section.

"I am sure, for my part, that what I saw was a veritable airship, and that it had lights radiating from the various openings along its sides, but whether originating from the power or the illuminating machinery I am unable to say. I would judge that it was traveling at about the same speed as the passenger trains do in Texas, although from the time I first observed it in the far northeast sky until it disappeared from view in the southwest was not over ten minutes I don't think."

Mr. Black says that he is willing to make affidavit as to the truthfulness of his assertions above.

Railroad Man Saw It.

Sherman, Tex., April 16.--W.S. Hellyer, cashier of the Missouri, Kansas and Texas railway in this city, last night saw a dark, oval-shaped object apparently six times its diameter in length, pass across the moon. It moved slowly and apparently toward the southeast. At the hour Mr. Hellyer saw what he thinks may be the airship there was not a cloud in the sky.

Seen at Fort Worth.

Ennis, Ellis Co., Tex., April 16.--Conductor W.M. Hanney of the Fort Worth branch, said today that while sitting on his front porch with his wife and mother at Fort Worth last night, their attention was attracted to a strange object moving over the city. He is sure that it was the much-discussed air ship. He says it was a large dark object, bearing a bright light in front, but he did not see any wings or sails. The object was moving in a southeast direction and soon passed out of his sight.

Quality of Liquor Interferes.

Waxahachie, Ellis Co., Tex., April 16.--The people of Waxahachie have been looking skyward to-day in hopes of getting a glimpse of the much talked-of air ship. A ~~xxxxxxx~~ certain gentleman remarked to The News reporter that the whisky sold in Waxahachie was very good, and he didn't think any air ship would be discovered from this reservation. This remark will not keep many from viewing the skies diligently to-night.

Less Skeptical Now.

Denton, Denton Co., Tex., April 16.--Since other dispatches in The News report the presence of an air ship in Texas, other observers here, made bolder thereby, report that they too have seen the mysterious vessel, and less doubt is attached to the report from this place in The News yesterday relative thereto.

Keeping People Awake.

Mexia, Limestone Co., Tex., April 16.--The account of the airship appearing in The News to-day created much excitement here. No doubt that many people will watch for its early appearance.

1897 April 17 (Sat) Daily Times-Herald, Dallas, Tex., p.1.

THE AIRSHIP. / Sighted Last Night by Two Citizens of Oak Cliff.

Prof. Laird, of Patton's Seminary in Oak Cliff, states that at about 10 o'clock last night he saw a copper red light apparently about a mile high sailing across the heavens in a southeasterly direction. The light was about 10 minutes in passing out of the professor's visual range. He avers that attached to the light there was an object which was so dim that he could not discern its shape or outline. Whether this was the airship the professor is not prepared to say, nor does he attempt to account for the phenomenon on any other hypothesis; he merely reports the fact.

Mr. Sam Hurlock, of Oak Cliff, reports that he sat up last night reading the Duke of Argyle's interesting brochure on the difficulties to be overcome in order to make a levitation as simple a matter as gravitation, and stepped out in the yard to get a breath of fresh air before retiring. The subject he had been reading about, or something else roused him to take a survey of the heavens when he saw a light, evidently the same described by Prof. Laird. Mr. Hurlock says there

was a air object to which the red light appeared to be attached. He has no doubt that this is what so many other persons have been seeing for the last several nights and reporting as an airship, which, for all we know to the contrary, it may be.
1897 April 14 (Sun) Austin Daily Statesman, p. 7. (card 1)

STRANGE AND STARBELLING. / A "WHAT IS IT?" SERENELY SAILING OVER THE BLESSED LONE STAR STATE. / WILL BE SIGNS AND WONDERS. / A Big Airship or Something Else Seen in the Heavens at Various North Texas Points--Keep a Watch Out Here. /

Of late strange sights have been witnessed in the heavens and some days ago the Statesman contained a dispatch saying that an airship or something of that sort had been seen sailing over Oklahoma.

Now the mysterious aerial craft has been seen at various points in Texas and from all accounts it is a fast sailer.

Friday night at Sherman, Mr. W.S. Hellyer, a cashier of the Missouri, Kansas and Texas Railroad, saw a mysterious oval-shaped object of large proportions pass over the moon.

On the same night ~~xxxxxx~~ Conductor W.M. Monney of Fort Worth, his wife and mother saw a strange object pass over the city.

On the same night Hon. J.S. Bounds of Hillsboro, on his way to visit a sick friend, had an experience he will not forget soon.

He was jogging along quietly, when suddenly his horse whirled around and came near overturning the buggy. There was a brilliant light, as if coming from an arc light. This light, he says, rested on him less than a minute and then he saw it gliding over a field near by. It then turned upward and he watched it until he says it must have been 1000 feet up in the air. The light appeared to him to be the headlight of some kind of a ship. While he watched, the light went out and small ones, such as incandescent lights, appeared all around the body of the vessel, or whatever it was. The strange craft sailed slowly in a southerly direction and while Mr. Bounds watched it all the lights were extinguished and then it disappeared.

On the same night about 2 o'clock, J.A. Black of Paris, Tex., night watchman at the Paris Oil and Cotton company's plant, observed a faint but luminous body in the northeast heavens. It looked at first like a luminous cloud, but as it drew nearer he saw it was some huge monster. He hurried over to the cabin of a negro named Jim Smith and woke him up and when Jim caught sight of the heavenly visitor his wool promptly straightened out and Jim pliously went to praying. Mr. Black watched the object carefully, and to a Dallas News reporter he said its body was shaped something like a cigar and appeared to be 200 feet long. It carried sails and attachments that looked like great fans. It finally disappeared, going in the direction of the Mississippi river. Mr. Black's dog was with him when he first discovered the monster and he was greatly agitated and moaned until the thing disappeared.

On the same night Conductor Virgil Brown and his brakeman on the Texas Pacific Railroad saw the curious monster near Jewella, La., about thirty miles east of Marshall. It appeared to have a search light attached to it that threw out rays in several directions. It appeared to be going in the direction of Marshall and traveled faster than his train.

On the same night at Marshall, Marshal Dick Weatherby, night watchman at the Pacific Railroad shops, saw the monster pass over.

From Jewella to Hillsboro is some 300 or 400 miles, and the ship being seen at both places only a few ~~xxxxxx~~ hours apart shows it is a traveler.

Whence is it? What is it, and whither is it going, anyhow? Are we living in the days when strange sights are to appear in the heavens?

1897 April 16 (Sun) Daily Times Herald (Dallas), p. 12 (card 1)

THE AIR SHIP. / Views Expressed Concerning the Aerial Monster. / SEEN BY VARIOUS PERSONS. / A Druggist Who Saw It Tells of His Experience--Sighted by a Watchman at the Hour of Going to Press. /

Have you seen the airship? This is the question that was heard most frequently on the streets Saturday and was made the theme of the street corner humorist almost to the exclusion of the Cuban war, ~~xxxx~~ Count McCloskey's base runners, and the latest gossip about the flood in Louisiana.

Staid citizens who have never been known to get within shooting distance of a saloon, would stop each other and refer ambiguously to the eccentric appearance that has been keeping the people from one seaboard to the other "fussing" for the past weeks and causing the eyes of thousands of others to bulge out with astonishment while watching it "seroching" above the firmament like Mr. John Hay's "Prairie Bull" with its furnace crammed xi resin and pine.

Such a phenomenon certainly offers a happy theme for the lovers of conjecture, and about as many theories have been expressed about the uncanny monster as it has been times seen. There is no question but what it has surprised, temporarily at least, the place of the sea serpent, that winged monster which every right minded proprietor of a summer hotel would sign a season's contract with to disport itself exclusively for the gratification of his guest on the white sea sands. At present there is great doubt as to whether or not it is a rakish piratical craft skimming the sky for ulterior purposes of gain, either of pre-empting choice portions of the earth not yet claimed, or annexing some Cherokee strip in Mars. Some think it is a product of the craft of man not unmixd with gulle.

"I wonder why it always flies in the night time," remarked one Dallas man Saturday.

"Why, it's a fly-by-night company, to be sure," remarked a friend.

This is a facetious view--one indulged in seriously by quite a number of level headed citizens, however. Some are utterly skeptic and suggest that it is a new fad with those people who are unfortunate

enough to "see things." Formerly their minds conjured up blue rovers Nile-like saurians and other creeping things equally disagreeable for the mind to dwell upon long at a time. They suggest that having exhausted the catalogue of things that creep, they have by some mental somersault invaded the realm of flying things, and hence the airship. This aerial vessel seems to have adopted as its motto the words of that plaintive foreign air once so popular on these shores: "Just tell them that you saw me," and there was nothing else to mention.

Perhaps it is the long lost Pleiad vainly endeavoring after all these years to get back home and take its place in society. Again, it may be the successful culmination of some aerial invention which a jealous European pover is anxious to secure a copyright on and takes this means of testing where no prying neighbor can break in and steal the patent safety-brake device. It may be an aerial navigator from Mars, a work of devil-may-care Ulysses with a desire to go west and survey new patches of ether. In fact, there is no end to the amount of conjecture that might be indulged in.

Plain, unaesthetic folks think it may be the work of some patent pill producer, or baking powder magnate, who seeks to startle the American people by a great hoax, knowing that he who boometh his own judiciously prospereth not a little.

But there are people who have seen it. Why, dear me, of course there are. Right here in Dallas, too.

Druggist R.C. Kopsch, whose store is next to the Oriental hotel, has a vivid impression that he saw it. The impression was all that remained with Mr. Kopsch when talked with by a Times Herald reporter yesterday. He referred to the spectacular appearance very modestly.

Said he: "I don't know what it was I saw, but last night between 8 and 8:30, and while I was in the store, my attention, as well as that of some 15 or 20 others, was drawn to something that might be likened to the headlight of a trolley car that hovered afar over in the west and moved swiftly in a northwesterly direction. It had no particular shape to it as far as I could see, but there was a sort of hazv darkness back of the light that seemed almost opaque.

"The phenomenon, as I said, attracted quite a crowd on the corner, including a number of guests of the hotel. We watched it till it disappeared toward the north."

"Right in the direction of the brewery, eh?" inquired the scribe.

"Yes, so it was," said Mr. Kopsch, as if he bethought himself of something.

The reporter turned away. His faith in the airship was shaken. It was veraciously reported that Judge A.T. Watts witnessed the frisky airship disporting itself in the heavens in the full glare of publicity and the moon, but a call at his office developed the fact that he was at the ball game, and two calls later still failed to find him.

Later developments leading to the identity and ownership of the aerial craft are awaited with interest, and further communications of witnesses of its impetuous passage through the ~~xxx~~ stilly night will make good Sunday reading. /

Later--Just as the Times Herald was going to press the following was handed in for publication.

The mysterious airship which has created so much excitement throughout the country, and furnished two or three columns of news to our daily papers the past week, was just sighted passing over the city by the fireman of No. 4. Engine company on watch. Its approach was preceded by a blinding flash of light, and a dim shadow was cast as it passed over the city hall from the northeast. It was so high that accurate description of its dimensions was impossible. Its speed was very great, with a strong search light in front. Smaller lights resembling the windows of a lighted passenger coach in the night were seen at the side. No wings were discernable, nor any noise heard, it being so far away. It appeared to be more than one hundred feet long, and was propelled by some powerful force. THE WATCHMAN.
1897 April 18 (Sun) Dallas Morning News, p. 4. (card 1)

HIGH IN THE HEAVENS / Sailed the Aerial Traveler, According to Statements of Several Witnesses. / PROF. LAIRD OF CAX CLIFF / Saw it a Mile High on the South Side of the Trinity River. / HOW IT LOOKED ONLY LAST NIGHT. / Messrs. Williamson and Ventas Given a Free Show--The Views of John L. Ward. //

The story of "Truthful" Scully of Fort Worth, clinched by the thrilling tale unfolded to a News reporter by Col. Robertson of Mississippi, contained in The News of yesterday, created a great sensation in scientific, political and aerial navigation circles. The airship was the sole topic of conversation, the talk of the town, yesterday. Mr. William J. Sneed, who is a crony of "Truthful" Scully, said to a News reporter:

"I believe it. Mr. Scully would not utter an untruth. The Mississippi colonel is not on my visiting list, but no Mississippian was ever known to mistake a shooting star for a full-rigged airship with a ~~xxxx~~ searchlight in front and a torchlight in the rear. The evidence is xx conclusive."

John L. Ward of Fort Worth, ex-manager of the Panthers, was seen yesterday morning at the Windsor. He said: "I read the story of the airship at Hawkins' tank and was deeply impressed with it. Joe Scully is a friend of mine--a citizen of Fort Worth. We are proud of him. Hundreds have seen the airship in the heavens. Joe saw it on the ground. I believe in omens--good and bad. The Scully incident is a good one. To-day McCloskey's 'Haughty Hibernians' will be humbled by the Fort Worth Invincibles, and McCloskey will weep."

Col. Robert H. Gaston of the Texas militia read The News' story yesterday morning and at once hunted up a representative of the paper. "Tom Camp is just in from the Gaston ranch, in Kaufman county," he

said, "and Tom saw the airship. He had been on a hunt and was very successful. About 9 o'clock Friday night he saw a peculiar object over head. It resembled a Chinese flying dragon in appearance and was a monster breathing red fire through its nostrils. Its body was dragon-shaped and its fore legs and hind legs were pin-shaped. Its legs were the propellers, he thought. This dragon airship was brilliantly lighted and swifter than the Empire State express. It was going south, Tom said. He watched the singular object until it grew as small as the gleam of a hotel clerk's diamond. Finally it disappeared altogether, and Tom made a bee line for the house, almost overpowered by the weird scene he had witnessed in the heavens. I think myself that the problem of aerial navigation has been solved."

It was rumored about the streets that Hon. A.T. ~~McKinley~~ Watts had caught a glimpse of the airship in the heavens on Friday night. A News reporter visited his office. "It is a mistake," he said, "but I have a theory, I firmly believe that the forty-three Greeks in Texas have clubbed together, purchased an aerial warship from Edison or some other fellow and are experimenting before starting for Europe. They want to be sure that they are safe before they set sail. I am not interested in aerial navigation. This afternoon I must attend the ball game at the park and am studying up the new rules and curves. The Defenseless, no the Defenders, should win out, don't you think?"

Mrs. Bina George is a colored cook in the home of Mr. C.W. Middleton. She saw the airship Friday night. Yesterday morning she told the story to Mr. Middleton. That gentleman said to a News reporter yesterday: "Bina is truthful and intelligent. At 9 o'clock Friday night she was gazing into the heavens and saw a bright object a few hundred yards above her head. At first she suspected that it was a cloud of fire, but it wasn't. It was a ship-shaped affair, well-lighted and traveled faster than any train of cars Bina ever saw. She said it was ~~now~~ headed in a northeasterly direction and that she watched the ship until it was out of sight." She kept it to herself until this morning, as she did not care to be joked about it. Finally the secret grew too large for her to control and she "fessed up."

Hon. Ed. C. Smith, the populist leader, was standing by. His face brightened. "The airship is manned by McKinley's advance agent of prosperity," said Mr. Smith. "He has been due in these parts since last November, and perhaps the president has employed an aerial messenger to scatter broadcast the glad tidings."

This was a frost and the scientists dispersed. Messrs. William J. Smith and Albert Webber were found at room 12, the Gaston building. Mr. Smith is familiar with all phases of aerial navigation, it is said, and agrees with the Scientific American that the problem has been solved. "At 1 o'clock this morning on Lamar street I met an individual who appeared to be unduly excited. I stopped and questioned him. He pointed skyward and said:

"It has just passed by."

"What has passed, foolish man?"

"The airship," he replied.

"I did not ask him his name or his street number, but he certainly acted like a man who 'seen something.' Aerial navigation is an easy thing now. We have compressed air and electricity. Airships are sure to come in fact. According to The News correspondents the ships are here. The Scientific American concedes this much."

Mr. Smith subsidized and Mr. Webber began: "On Wednesday night my wife saw a peculiar object in the heavens. At first she thought it was an illuminated balloon, but soon discovered that it was not balloon shaped and sailed like a bird. It had two great lights and was traveling southward. It wasn't a meteor, it wasn't a balloon, it wasn't a ball of fire—I guess it must have been an airship."

Ex-Alderman Patrick O'Keefe, who is deeply versed in aerial navigation topics and astronomical lore, was found playing the horses. "Have ~~you~~ seen the airship? I have not. I don't drink and I never come down town after dark."

Prof. James A. Laird of the Patton seminary, Oak Cliff, it is reported, saw the airship plunging about on Friday night. His description of it tallies in the main with the birds-eye view of it obtained by "Truthful" Scully in the vicinity of Hawkins' tank, except Mr. Scully saw it on the ground with its wings folded and Prof. Laird saw it in the sky skimming along like a swallow homeward bound after a hard day's flying. It was a mile high and going in a southeasterly direction when

Prof. Laird first discerned it in the heavens.

In Illinois they are "inditing" poetry to its flight across the Sucker state to the following verses:

There's a wild weird something that sails in the air.

With wings like the 'Piousa bird.'

Look up ~~ward at~~ night from almost anywhere,

You'll see it since April third. /

The people at Elgin declare it has eyes

As red as the sun in the fall;

Two Evanston lovers (who always are wise)

Declare it has no eyes at all. /

The wise ones at Rockford have seen it arise

Like a cloud from the West, and they tell

How the mayor and council, with wide span eyes

Stood breathless, as bound with a spell.

It raced with the engine that hauls the fast mail,

Down the Burlington track yesterday.

The engineer sat with his face deathly pale

And watched the thing vanish away.

At Alton, perched high on the Piana hill,

It scramed like a panther with a voice strange and shrill;

That rose high above the wild storm.

It's headed for Washington, now I am told,
And I doubt not, like dashes of churn;
It will hasten reports on affairs growing cold,
Awaiting the Dingley bill turn.

And then let us hope it will take a deep breath,
And sail out to Cuba and Greece,
To frighten the Spaniards and Turks half to death,
Establishing honorable peace.

We need such a fowl, with a nest full of eggs,
To hatch out a brood that will fly,
And cause lawless people to take to their legs
When they catch the strange bird's warning cry.

Hundreds watched for the reappearance of the airship last night. They argued that it isn't far from the Scully dry docks near Hawkins' tank to Dallas, and that most likely the pilot might fire up his boilers and sail this way in order to ascertain the fate of the Naughtly Hibernians of the opening day of the Texas league games. It panned out ~~just~~ just as they had surmised. The pilot of the airship is a fan, for his ship was seen hovering over Dallas last night. ~~It~~ perhaps signaling to manager McCloskey. Mr. S.J. Williams, who clerks in a McKinsey avenue drug store, is positive that he saw the airship. In addition to the two search lights the pilot displayed colored lights that night. It is not known whether they were danger signals or tips to McCloskey's men to keep off the grass. Mr. Williamson says that the airship sailed away in full view, going in a southeasterly direction. Later a gentleman named Ventes, on a Fairland car, in North Dallas, saw the airship according to advices received at a later hour last night. Not only Mr. Ventes, but his fellow passengers were given a free show. They glued their eyes on the queer ship with its fantastic lights and never once batted an eyebrow until the aerial visitor had disappeared behind a dark cloud in the northern sky. "There are others," but News representatives failed to locate them owing to the lateness of the hour the news was received at this office.

AT FARMERSVILLE.

Men Seen in It and Heard Singing "Nearer My God to Thee."

Farmersville, Collin Co., Tex., April 16.—(To The News.)—Last night about 9 o'clock a dim light was seen to the northwest, apparently moving slowly to the south or southeast. When first seen it did not look larger than an ordinary 50 cent silver piece. Those watching the queer light soon discovered that the object was approaching the city, traveling at the rate of 60 or 80 miles an hour. Some thought it to be a cloudless tornado and those who had stormhouses lost no time in getting into them, while the more unfortunate waited and watched the results of the approach of the queer object. In a very short time fully two-thirds of the citizens were out looking at what they then supposed to be a large planet or meteor approaching the earth. In a very few moments—in fact, in less time than one can tell it—the queer thing was almost hanging over the city.

City Marshal Brown was in the western part of the city making his rounds before going home and says the ship, or balloon, or whatever it was passed over him in about 200 feet of the ground. Brown says he could see two men in the ship and something resembling a large Newfoundland dog. Mr. Brown says he was close enough to them to hear them talk, but could not understand one word of their language. He is of the opinion they are Spaniards.

He thinks Spain has sent several of these airships into the United States with none but trusted officers of the Spanish government to make a survey of the country, so in case the United States should declare war against ~~the~~ Spain the latter nation would know every weak seaport station in the United States and Spain would know just where to land her army and attack our weak points.

Another eye witness, Mr. Hildreth, says he saw three men in the ship, and that he heard them singing "Nearer My God to Thee" and that they were distributing temperance tracts. R. FORSTER.

(?) Waxahachie Kept Awake.

Waxahachie, Ellis Co., Tex., April 17.—Many people sat up the major part of last night looking for the airship. At 12 o'clock possibly half of the vigilant committee retired for the night. At 1 o'clock a few more dropped off, and at 3 the number had dwindled down to a few faithful, who were kept up through faith in the truthfulness of the airship reports in The Dallas News.

This morning The News reporter made a grand round, hoping that at least one man could be found who would testify to the reality of the flying will o' the wisp, which has been defying gravity and causing the wreckage of a certain clause in the ten commandments, but there was not one who had seen anything bigger than a hat or larger than a snake, with residence at Waxahachie. At a certain hotel there was a man who gave his name as W.H. Patterson, who said he had discovered the battle airship while on watch with Mr. John Phillips of ~~Waxahachie~~ Waxahachie; in fact, he said he would give Mr. Phillips as reference and he was certain that Mr. Phillips never told a lie in his life.

It was along about 11 o'clock when the battle airship came along; the whole earth was illuminated with a star-like brightness. The ~~battle~~ battle airship seemed to be about 400 feet from the ground and was going toward Dallas. The machinery seemed to be worked by a woman, who was running a patent resembling a sewing machine. When the sails were at a certain angle a searchlight shot its light in the direction of the hotel and caused the observers to flee. Mr. Patterson says it may be funny to look at this strange aerial monster at a long distance, but that a degree of uneasiness overtakes one when the thing comes at close range. He thinks his satanic majesty or Beelzebub has something to do with this traveler in the lower stratum of ether.

Seen Near Whitney.

Hillsboro, Hill Co., Tex., April 17.—The publications in The Dallas News yesterday and to-day relative to the airship that has been seen in different portions of the state has been the sole topic of conversation on the streets and elsewhere in the city to-day.

Since the reliability of the witnesses that have seen it is unimpeachable, many persons now come forward and admit having seen it. John Ford of Whitney, brother-in-law of G. M. Young of this city, president of the county Christian Endeavor, was in the city yesterday and Mr. Young said to The News reporter to-day:

"John Ford was here yesterday and told me that he saw the airship Wednesday night as he was returning from Hillsboro to Whitney. He was near Peoria and looking up he saw a black object that looked very much like a passenger coach, going in a southwesterly direction. He described it as having an immense headlight and as being brilliantly lighted within and as traveling at a very rapid rate. He watched it until it completely disappeared. He would not say anything about it for several days because he was afraid somebody would think he was trying to get off a gag."

Other parties in various sections of the county report having seen the ship. Several parties are going to set up here to-night and watch the heavens for the mysterious visitor that rarely shows itself except at night.

Seen Twice About Texarkana.

Texarkana, Bowie Co., Tex., April 17.--The mysterious bright light that has been visible in the heavens for the past fortnight has been seen from this point. Wednesday night it was spied by the telegraph operator at Hope, Ark., who claims to have experienced a full ray of the headlight upon himself about 11 p.m.; that it was zigzagging its course in a northwesterly direction and was sailing about a mile high; that he plainly discerned the shape of a large, dark object with the light, which he thought could be nothing but an airship.

Thursday night many truthful citizens in Texarkana viewed a light of monster proportions sailing away to the northwest. It was described as too large and too near the earth to be a star.

Seen Plainly at Garland.

Garland, Tex., April 17.--The airship which created so much excitement Thursday night, was seen in Garland by several, among the number being J.N. Floyd, Agent N.S. Newland of the Katy and Mr. Cady. It was reported by them as traveling in a southerly direction at a surprising velocity, passing a few miles to the west of Garland. Mr. Floyd got a good look at the ship and says he could see the engineer operating the machine.

Mr. Newland says the ship was in the shape of a cigar and had two sets of wings on each side and one wing on the rear end.

These gentlemen are reliable and their accounts of the noted mid-air traveler have created no little excitement in Garland.

Causing Talk.

Denton, Denton Co., Tex., April 17.--The airship, reports of which have appeared in The News from this and so many other places, is causing a great deal of talk here, although many still profess to believe that it is a gigantic hoax being perpetrated equal, if not greater, than that of the Cardiff Giant.

Several See It at Bonham.

Bonham, Fannin Co., Tex., April 17.--The mysterious airship passed over the northern part of this city last night at 8:15.

John German, motorman on the electric line, was returning to the city on his regular run. The car had slowed up as it was rounding the sharp curve just beyond Russell Heights, when Mr. German noticed a light moving rapidly from the southeast toward the northwest. At first he thought it was a shooting star and called the attention of several young men in the car to the phenomenon. All parties pressed to the front of the car, and seeing that the light lingered longer than any shooting star they had ever seen, they brought the car to a standstill and all alighted to the ground in order to get a better view of the wonderful sight. The moving light approached rapidly and as it passed north of them the light streamed out brightly, looking as large as the bottom of a half-bushel measure, piercing the dark ether with the brilliancy of the headlight of a railroad engine. Mr. German had not read of the mysterious airship and was gazing upon it with wonder and awe. He could hear a whizzing, whirring sound as it passed. It looked like it was about a quarter of a mile high. For about four minutes they watched the wonderful sight, when it disappeared in the northwest, going toward Denison.

Mr. Oscar Lusk was the only one in the crowd who had read of the wonderful airship, and he explained all he had read about it in The News and the mystery was cleared up satisfactorily to all, everyone agreeing that it was the wonderful aerial navigator. Messrs. Oscar Lusk, Will Pope and Sherwood Spotts were present with Mr. German and will vouch for the truthfulness of his statement.

Seen at Cleburne.

Cleburne, Johnson Co., Tex., April 17.--The much advertised airship seen by so many was seen here last night by two gentlemen of undoubted integrity.

Mr. G.M. Duncan while returning from a moonlight picnic saw it and describes it as others have done and says it had two white lights in front and a green light in the rear, which later, it is said, indicates in railroad circles that no other train immediately follows. In other words, Mr. Duncan understood it to mean in street parlance that it was "the only turtle in the tank."

Mr. J.F. Wade was the other gentleman who saw this aerial monster and he says it was scudding along just above the tops of the houses and going at only a moderate rate of speed. Mr. Wade was returning to his room from uptown and says that he had not touched a drop of anything except water during the evening. Mr. Duncan makes the same statement as to imbibing and says he surely saw it.

Both gentlemen say it was going in a southwesterly direction. Mr. Wade says that it was so low that he could see one of the passengers and as it sped by the passenger gave him the go-ahead sign that brakemen give on the railroad.

Seen at Beaumont.

Beaumont, Jefferson Co., Tex., April 17.--R.E. Draughton, who is the night watchman at the Texas Tram and Lumber company's planer, says that this morning at 1:30 he saw something which he took to be the much-talked-of airship. The object was a globular shaped thing a little dark with a bright light the size of a star in one end. It came from the south-east and went toward the northwest slowly, but was very high in the air. Question Settled.

Davis, I.T., April 16.--The stories about the famous and much-heard-of airship were satisfactorily proven to the people of this vicinity. Last night shortly after dark A.H. Mitchner coming from his residence to town saw the strange and mysterious object flying through the air about 500 feet from the ground. It was headed directly west when first seen, but changed its course toward the south and did not come nearer the town than half a mile.

Seen at Tioga.

Tioga, Grayson Co., Tex., April 17.--James Daugherty, a young farmer living near town, saw the airship at 11:30 last night. His description tallies with that of others who have seen it. He said it made a whirring sound and passed rapidly to the southwest. Jim is a truthful boy, and as the town affords nothing stronger to drink than mineral water, he evidently saw the ship.

Observed at Greenville.

Greenville, Hunt Co., Tex., April 17.--Several persons here say they saw the mysterious aerial visitor the night of April 15. It was seen in the northwest, going southward. The sky was clear and bright moonlight. The different-colored light from the ship could be distinctly noticed from any other lights in the sky.

Another Man Saw It.

Denison, Tex., April 17.--Jack Farley was in Fort Worth last night and swears by all that is good and holy that he saw the airship sailing over the town. "It was a way up in the west and had a big headlight. It looked like a big bird with its wings outstretched and attracted a great deal of attention."

Excitement at Mansfield.

Mansfield, Tex., April 17.--(To The News.)--Great excitement prevails here. An airship or something of the kind made its appearance above the city about 9:45 o'clock last night. When first seen it was about 500 feet high, but dipped down with 300 feet of the earth, then suddenly arose high and darted off in a southeasterly direction. It appeared about as large as a box car, main part of vessel cigar-shaped with wings or sails extended on either side. Front end of vessel had a light something like the headlight of an engine, while the side lights were green with bright red light in rear. This airship was viewed by Capt. J.H. Wright, C.P. Witherapoon, W.H. Howard and many others. / W.C. RIVERS, telegraph operator.

Two Gentlemen View It.

Ladonia, Tex., April 17.--There seems to be no more doubt in the minds of some regarding the airship. Attorney R.M. Rowland says that this morning about 3(?) o'clock, having had to go for the doctor for his child, as he left his home he noticed a strange object far up and at a great distance in the northeast. It seemed to be surrounded by a dim, misty light, but as it approached the light became brighter. It was moving very rapidly in a southwest direction and lowering somewhat as it progressed. When it reached a point nearly overhead one could readily see the light shining out of the cabin windows. The head light was very bright, leaving the impression that it was made by electricity. The wings were huge in appearance; the sides were oval like a large bay window; it had a long sail-like tail and disappeared very rapidly in a southwest direction.

Col. R.N. Burt, assistant cashier of the Weldon National bank of this place, it is said by a reliable person, also saw this ship last night about the same time Mr. Rowland saw it, having been aroused by some unusual noise in his poultry yard. His description varies very little from that of others, only that it appeared much larger to him, as he says that it seemed to be about 300 feet long, its wings being enormous and looking like huge sails, and the lights on both the bow and the stern being of a dazzling brightness. It seemed to hover for a short space of time over the city, and then rise and go rapidly in a southwest direction.

Mr. Burt seems to think it strange that any one would doubt the reality of this airship. He is a gentleman who is unimpeachable and his word not to be doubted, is a strict member of the Baptist church and a leader in the Loyal league.

"Truthful" Scully Corroborated.

Fort Worth, Tex., April 17.--"Truthful" Joe Scully of the Texas and Pacific force is in the city from his run. All day he has been asked concerning the airship. Seen by a News man to-night, he said:

"I did not think that The News reporter was going to quote me at Dallas, but he told the truth. On the dead, I saw that ship, and if a man says I ever took a drink or did not see that ship, just give me his name and I will give him my attention. People don't think these things are coming, but they are, and one of them is already here, for I saw it. Superintendent Leroy Trice of the road, so Scully says, has admitted to him privately that he had also seen it. Scully says:

"Trice told me to say nothing about this matter, just like I told The News man at Dallas, and of course I told him I would not. Now, this ain't for publication."

Col. Gaston Moeller (?) of the Texas and Pacific, here from Dallas, said to-day:

"When I used to live in Alabama some years ago I heard of airships; but I never dreamed that such things existed until such men as Trice, Scully and Dunlap told of their seeing them. I never go behind the returns in matters of this kind. Their sacredness is on a par with that of election returns."

Sentiment at Ennis.

Ennis, Ellis Co., Tex., April 17.--People here are deeply interested in the published accounts of the airship as seen and reported from various points. Some are disposed to treat the matter as a huge sensational joke, while others believe that it is a reality.

Lady Thinks She Saw It.

Forney, Kaufman Co., Tex., April 17.--Mrs. C.W. Voiers, wife of Cashier Voiers, states that she is of the opinion she viewed the airship last night. It was too far off to discern its shape, but the lights were plainly visible.

HEAVENLY VISITORS.

Man Saw Something That Knocks the Air Ship Hollow.

Hillsboro, Hill Co., Tex., April 17.--Today while the subject of airships was being discussed by some gentlemen on East Elm Street The News reporter was approached by a farmer named Eugene Apling, who lives a few miles east of town, who said: "Many people in the country are getting excited on the subject of airships and some of them regard them as signs of the latter days and recall what the scriptures say about signs and wonders in the heavens above and the earth below.

"A man named Brown who lives five miles northwest of town, relates a stranger thing than the airship, and if it is true would certainly indicate that the scriptures are being fulfilled in that respect. He said that two farmers near Abbott, whose names he did not know, but who are reported to be reliable and truthful men, had while working in their fields, which adjoined each other, seen the strangest sight recorded since the ascension.

"They were surprised as they were working by the sudden appearance from the skies of what seemed to be bodies falling, but which upon closer inspection proved to be a man and six boys descending from the skies.

"They drifted down as easily and gracefully as birds alighting until within a few feet of the ground about fifty yards from them, where they remained stationary a few seconds and reascended into the heavens out of sight.

"The day was perfectly clear, not a cloud in sight anywhere, so that if the eyes of any one else had been turned in that direction they must necessarily have seen the spectacle. I don't know whether these two men told Mr. Brown himself or whether they told some one else who told him. I wish I was able to give you the names of the men. Mr. Brown is in town and you may be able to get more information about it from him."

A search was made for Mr. Brown, but he was not to be found, having gone home early in the morning.

Airship Blows Up.

New York Herald.

Carlisle, Ill.--

1897 April 18 (Sun) Fort Worth Register, p. 11.

(card 1)

NOT-SEEN AIR-SHIP. / Seen at a Point West on the Texas and Pacific. / CAPT. PAT. C. BYRNES, / Telegraph Line Repairer, Examined the Machine and Talked With Its Manager and Crew--Bound for Cuba to Deal Death to the Spaniards--A Description. /

Mr. Patrick C. Byrnes, a repairer in the telegraph department of the Texas and Pacific between Fort Worth and Baird, came in from the west last evening, and to a Register reporter told a story which a great many will doubt, and were it not for his reputation as a truthful man, The Register would hardly care to repeat it. Mr. Byrnes has been employed on the Texas and Pacific for the past twenty years, and has always been known as a truthful and honest employee.

As he told the story, Thursday afternoon and evening he was engaged in making some repairs near Putnam station, which occupied his time till it became so dark on account of the clouds obscuring the moon, he was unable to proceed with his work, when he turned his attention to supper and a place to sleep. He started toward Cisco on his velocipede, and when near Delmar siding, about seven miles west of Cisco, he saw a light some little distance from the track on the south side. Knowing full well there was no farm house in the neighborhood, his curiosity was aroused, and, dismounting from his velocipede he proceeded to investigate.

Imagine, if you can, his surprise when he found that he had stumbled on to the airship which has attracted so much attention and been the occasion of a great deal of speculation of late as to what it really was. A number of men were moving about the ship, or machine, and seemed considerably surprised when Mr. Byrnes appeared. Nevertheless, they were nothing loath to talk when he had explained how he came to be there. Something had gone wrong with the search light of the ship, and not daring to proceed in the darkness, the ship had been brought to the ground.

It is cigar-shaped, about 200 feet long, and fifty feet across at the widest point, gradually narrowing to a point at both ends. Mr. Byrnes was allowed to examine as much as he pleased and all his questions were answered.

At each end of the ship is a large steel snail-shell device. This he was informed, was the apparatus by which the strange machine was propelled. Large gasoline engines caused whichever of these are in use to revolve rapidly, and to bore into the air, dragging or pulling the ship along at a wonderful rate of speed.

Two more of these devices are attached to each side and near the ends of the ship and are used for steering. When it is desired to turn the ship to the right or left the propeller on that side is set in motion. To raise the machine a like apparatus on top is set in motion.

The craft is loaded with several tons of dynamite and is bound for Cuba. The captain said that Spanish troops are being massed in the

cities for transportation to the Phillipine Islands, and it is proposed to sail over these cities and drop dynamite into the camps of the soldiers and on the transport ships. Besides destroying the camps and transport ships, it is proposed to destroy the Spanish navy. This will enable filibustering ships to land arms and ammunition for the Cuban soldiers, who, thus supplied, can easily dispose of such of the Spaniards as escape the dynamite dropped by the air ships.

About 1 o'clock Friday morning the search light was in good shape, and the ship started for the Wilds of the Ozark mountains, where, the captain informed Mr. Byrnes, they spent the days, experimenting at night with the ship.

They expected to sail, or fly, for Cuba by Sunday, and hoped to reach there by Wednesday. When they do, Spain is likely to hear something drop. /

Seen at Thome. / Special to The Register.

RHOME, Tex., April 17.--H.A. Hambricht, B.T. Hambricht, A.J. Jones, Hute Rives, Elmer Helm and numerous other creditable witnesses inform The Register man that they saw an air ship pass over Rhome last evening about 8:30 o'clock. It is alleged that it was running westward at an estimated velocity of about 150 miles per hour. It was visible about five minutes. It was about the size of a small passenger coach. A white search light in front, and had five lighted windows on the side (sic). It was apparently very near the earth, though it didn't halt at Thome, but kept its occidental course, as though we were as dead as Rome of old.

To consider this in the most normal light of deliberation it seems at first absurd, but in face of the testimony of the above witnesses it is entitled to credence.

1897 April 18 (Sun) Galveston Daily News, p. 2.

(card 1)

AIRSHIP SEEN IN GALVESTON / WALTER L. NORWOOD, AN UNDERTAKER, VIEWED IT EARLY YESTERDAY MORNING. / A FARMERSVILLE MAN'S ACCOUNT / Saw Two Men and Heard Them Conversing in a Strange Language. Another Saw the Pilot. /

Walter L. Norwood, an undertaker, and Bob Tevis, his driver, saw the airship yesterday morning over the city of Galveston. Mr. Norwood was sitting on the bench in front of J. Levy & Bro.'s stables and Mr. Levy announced to a News man that he had seen the airship. After some badinage he protested his innocence of attempting a joke.

"No, this is no joke. I am telling you the truth. I was called out to Thirty-ninth and R about 3 o'clock this morning. A negro out there had died and we were called to prepare him for burial.

"The moon was shining brightly, and we could see almost as plainly as in daylight. There was not a cloud in the sky. When we were out on the beach not far from our destination I happened to look up, and saw the thing. It moved to the eastward down the beach, following the line of the beach as closely as one would do in driving a buggy. We stopped and watched it. When down about the end of the island it turned and followed the bay front until about Tremont street, when it turned again, crossed over the town and went south out over the gulf, disappearing in the distance."

"Did it look anything like the picture in The News yesterday morning?"

"It was not so pointed at the ends as that. The picture shows the headlight as being directed more toward the earth, while in reality it is directed in front, for when it was over us we could see no light at all. It looked like a great big bird. The wings flapped regularly and it appeared to go swiftly.

"How far up was it?"

"Oh, I could not tell exactly, especially at night, but I judge it was about four times as high as one of those telephone poles." The poles are 60 feet in height.

Further than this he could give no details. Mr. Tevis was, like his wife, "examined separately and apart," and he told the same story.

Heard the Men Talking.

Farmersville, Tex., April 16.--To The News: Last night about 9 o'clock a dim light was seen in the northwest, apparently moving slowly to the south or southeast. When first seen it did not look larger than an ordinary 50-cent silver piece. Those watching it soon discovered that the object was approaching the city. It traveled at the rate of sixty or eighty miles an hour. Some thought it to be a cloudless tornado, and those who had storm houses lost no time in getting into them, while the more unfortunate waited and watched the result of the approach of the queer object. In a very short time fully two-thirds of the citizens of the city were out looking at what they then supposed to be a large planet or meteor approaching the earth. In a few moments--in fact, in less time than one can tell it, the queer thing was almost hanging over the city. City Marshal Brown was in the western part of the city making his rounds before going home and says the ship or balloon passed over him about 200 feet from the ground. Mr. Brown says he could see two men in the ship and something resembling a large Newfoundland dog. Mr. Brown says he was close enough to them to hear them talking, but could not understand one word of their language. He is of the opinion that they are Spaniards. He thinks Spain has sent several of these airships into the United States with none but trusted officers of the Spanish government to make a survey of the country. So in case the United States should declare war against Spain the latter nation would know every weak seaport station in the United States and Spain would know just where to land her army and attack our weak points. R. PORTER. / L.E. BUMPASS. /

Truthful Citizens Saw It.

Ladonia, Tex., April 17.--There seems to be no more doubt in the minds of some regarding the airship. Attorney R.M. Rowland says that this morning about 3 o'clock, having had to go for the doctor for his

child, as he left home he noticed a strange object far up and at a great distance in the northeast. It seemed to be surrounded by a dim misty light, but as it approached the light became brighter. It was moving very rapidly in a southwest direction and lowering somewhat as it progressed. When it reached a point nearly overhead one could readily see the light shining out of the cabin windows. The headlight was very bright, leaving the impression that it was made by electricity. The wings were huge in appearance. It had a long sail-like tail and disappeared very rapidly in a southwesterly direction.

Colonel R.N. Burt, assistant cashier of the Weldon national bank of this place, it is said by a reliable person, also saw this ship last night about the same time Mr. Rowland saw it, having been aroused by some unusual noise in his poultry yard. His description varies very little from that of others, only that it appeared much larger to him, as he says that it seemed to be about 300 feet long, its wings being enormous and looking like huge sails. It seemed to hover for a short time over the city and then rise and go rapidly in a southwesterly direction.

Mr. Burt seems to think it strange that any one would doubt the reality of this air ship. He is a gentleman who is unimpeachable, and his word is not doubted; is a strict member of the Baptist church and a leader in the Loyal league.

Seen at Garland.

Garland, Tex., April 17.--The airship which created so much excitement Thursday night was seen in Garland by several, among them number being J.H. Floyd, Agent N.S. Newland of the City and Mr. Cady. It was reported by them as traveling in a southerly direction at a surprising velocity, passing a few miles to the west of the town. Mr. Floyd got a good look at the ship and says he could see the engineer operating the machinery. Mr. Newland says the ship was in the shape of a cigar and had two sets of wings on each side and one wing on the rear end. These gentlemen are reliable and their accounts of the noted midair traveler have created no little excitement in Garland.

A Texarkana View.

Texarkana, Tex., April 17.--The mysterious bright light that has been visible in the heavens for the past fortnight has been seen from this point Wednesday night. It was spied by the telegraph operator at Hope, Ark., who claims to have experienced a full ray of the headlight upon himself at about 11 p.m. He says that it was zipzap in its course in a northwesterly direction, and was sailing about a mile high; that he plainly discerned the shape of a large, dark object with the light, which he thought could be nothing but an airship. Thursday night many truthful citizens in Texarkana viewed a light of monster proportions sailing away to the northwest. It was described as too large and too near the earth to be a star.

Seen at Davis, I.T.

Davis, I.T., April 16.--The stories about the famous and much heard of airship were satisfactorily proven to the people of this vicinity. Last night shortly after dark A. M. Mitchner, coming from his residence to town, saw the strange and mysterious object flying through the air about 500 feet from the ground. It was headed directly west when first seen, but changed its course toward the south and did not come nearer the town than half a mile.

He Saw the Ship.

Tioga, Grayson Co., Tex., April 17.--James Dougherty, a farmer living near here, saw the airship at 11:30 last night. His description tallies with that of others who have seen it. He said it made a whirring sound and passed rapidly to the southwest. Jim is a truthful boy, and as the town affords nothing stronger to drink than mineral water, he evidently saw the ship.

Different Colored Lights.

Greenville, Tex., April 17.--Several persons say they saw the mysterious aerial visitor the night of the 18th. It was seen going southward. The sky was clear and the moon was shining kixkg bright. The different-colored lights from the ship could be distinctly seen.

1897 April 18 (Sun. morn.) Houston Post, p. 2.

The Airship at Sherman.

Sherman, Texas, April 16.--The mysterious aerial navigator that has caused so much newspaper comment recently has been sighted by W.S. Hellier, cashier of the Missouri, Kansas and Texas railway at this place. This is what Mr. Hellier says about it: "I was standing on the pavement on the north side of the public square last night about 10 o'clock when I noticed a dark object begin to pass between the earth and the moon. At first I thought it a small cloud, but I noticed at the same time that it was perfectly (clear). The object was going eastward and not apparently at any great rate of speed. It was an elongated oval, perhaps six times its diameter in length. After it passed by the moon I saw no more of it.

Sun. May 2, p.4. The airship appears to be a purely Western invention this time, and the East is taking no interest whatever in it. Possibly gentlemen who are out late in the East are simply too full to look up.

7,2; 15,7. Barnard's arsp.

7,4. The Post would suggest that we all ring off on that arsp fake. May 9, 12. Now the earthquake fake succeeds the airship as the space race nuisance of the day.

13,4. There is this to be said for Prof. Barnard's arsp--he isn't afraid to show it.

14,4. As lightly as we may teeat the arsp problem, there are thousands of wise people who think that the next century will be the age of utilization of the atmosphere for transportation purposes as the present century has been the age of steam and the beginning of electricix inventions and discoveries. Those of us who are living now are just a century too soon to witness man's greatest triumphs, but we have the advantage of our great-grandfathers.

1897 April 19 (Mon) Austin Daily Statesman, p. 7.

That Mysterious Airship. / Reliable Persons at Garland Declare They Saw It.

Garland, Texas, April 17.--(Special.)--The airship which created so much excitement Thursday night was seen in Garland by several, among the number being I.M. Floyd, Agent N.S. Newland of the Katy and Mr. Cady. These gentlemen are reliable and their accounts of the noted mid-air traveler have created no little excitement in Garland. / Was Seen in Farmersville.

Farmersville, Texas, April 17.--(Special.)--The airship was seen here last night at 9 o'clock. City Marshall Brown was in the western part of the city making his rounds before going home and says the ship or balloon passed over him about 200 feet from the ground. Mr. Brown says he could see two men in the ship.

21,5 comic political commentary mentions arsp.

1897 April 19 (Mon) Austin Daily Statesman, p. 8.

(card 1)

THE MYSTERIOUS BALOON (sic) / THE STRANGE, MYSTERIOUS CRAFT PASSED OVER MANOR LAST FRIDAY NIGHT. / IT IS A WAR BALOON FROM SPAIN / So Says the Mystery Man of The Statesman Force--More About the Craft From North Texas Points. /

Mr. John Eva, formerly a clerk in the furniture store of the late Mr. Boak, and well known in town, was in the city yesterday from Manor, where he is now living.

He told, while here, of seeing the aerial monster that has thrown all north Texas into a state of intense excitement.

His little daughter happened to go out into the yard Friday night, and noticing a strange sight in the heavens, she ran back into the house and notified her father.

Mr. Eva hurried into the yard and saw the mysterious craft as it sailed over Manor and disappeared.

It was also reported in town last afternoon that persons out on the state drill grounds saw the ghostly airship Friday night.

The Dallas News of yesterday contained many telegrams from north Texas points confirming the stories of the airship visitor.

It looked to one man in the Indian Territory as if it was about 500 feet long.

It was seen at Cleburne, Garland, Tioga, Texarkana, Newland, and many other Texas points Friday night. One of the mysteries about it is that no one has seen it in the day time.

All persons who have had a good view of it give about the same description, and all testify to its carrying a large light, and a few say at times it has many.

One man reported in the Dallas News says it was only about 200 feet above him, moving slowly, and he saw two men aboard and something he said he took for a large New Foundland dog. He could hear the men talking, but could not understand what they said. From the tone of voice he took them to be Spaniards or Mexicans.

At one place in north Texas Friday night the whole population turned out to see the monster, and about half of them took to their storm cellars, believing it a twisting cyclone that was about to hurl itself upon them.

This whole matter was solemnly referred to The Statesman's "mystery man" last night, and he gave it as his unqualified and unbiased opinion that the man who heard the conversation of the two men on the craft, and took them to be Spaniards, was correct in his conclusion.

"It is nothing more," said the mystery man, "than a Spanish aerial war baloon sailing over Texas to find out the strength of the militia, and incidentally to see if there are any Populists left. You see,"

continued the mystery man, "the aerial telegraph and telephone carried on the craft have conveyed to its officers the arguments made in the legislature on the fee and other bills, and the aforesaid officers have become confused and bewildered, and that accounts for their being seen at so many different places. I'm satisfied, too, that if they get a sight of that old brass cannon in the capitol yard they will die of sheer astonishment and will never reach home."

The explanation of the mystery man greatly allayed the fears of the city editor and telegraph man, and last night he screwed up courage enough to venture out and go home to bed at their usual bed time, which is along in the wee small hours.

The telegraph man, who is very loquacious, asked many questions about the mysterious visitor, while endeavoring to conceal his dread and fear. Both he and the city editor went home last night with their hats dead down over their eyes, and never anon did they look heavenward. Dallas Morning News, Mon April 19, 1897, p. 4--Snap Shots.

The Aerial Fleet: We know that this is fishing time; That snakes have come to threaten man, That dreamers have begun to rhyme; That Ananias lives again-- For signs and wonders fill the sky, And airships through the heavens fly.

Airships are being seen even by citizens of the prohibition towns.

1897 April 19 (Mon) Dallas Morning News, p. 5

(card 1)

THE GREAT AERIAL WANDERER / It is Either a Reality or Ananias and Sapphira Were Mere Amateurs. / EFFECT OF CHAMBERS CREEK WATER. / Found on the Ground at Greenville and Stephenville, and Exploded at Decatur. /

Stephenville, Tex., April 17.--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. Charlon Bannall of the Stephenville Journal, Judge W.W. Moores, Senator L.N. Frank, Mr. M.F. Martin, Dr. S.D. Naylor, Judge Thomas B. 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. Straughan, 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. Tilman 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 W Erath is ahead--the first place the airship has been seen to light. And say, what you reckon is going to happen when dynameters 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.
A JUDGE SEES IT.

The Curious Effect of Chambers Creek Water.

Waxahachie, Ellis Co., Tex., April 18.--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 undergrowth 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 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 Lamson 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 helmsman. This ship is fitted for the accommodation of its crew, containing bunks, cooking department, gasoline stove and other conveniences. We were told by the serial 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 uninhabitable 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 1553, 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 a 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 light. 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 1st 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 can enable 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."

C.T.G. WILLIAMS SAW IT.

It Was on the Ground and He Interviewed the Captain.
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 wind mill, 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 address 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 and 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 addresses 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.

A Home-Made One.

Piano, Collin Co., Tex., April 18.--The much talked of airship fell in Piano at 8:30 o'clock to-night and almost caused the destruction of Piano's large two-story public school building. It was first observed by Harris Wyatt coming from the southeast, and fell on the south gable of the schoolhouse building. Some parties who saw the big light on the roof of the building alarmed the citizens by shooting off firearms and with the cry of "fire!" "The schoolhouse is on fire!" which brought out the whole town and emptied the churches of their congregations within a few minutes, but it all proved to be a dangerous hoax, in the shape of a large "turkey buzzard" with a ball of cotton twine saturated with turpentine tied to one of the bird's legs. The bird had alighted on the roof of the school building and from a distance it looked as if the south end of the roof was on fire, which was viewed by hundreds of persons, who were unable to do anything on account of the extreme height of the building. In a few minutes after the people gathered around the school building the ball of cotton burned itself loose from the bird's leg and rolled off the roof to the ground, where the ball of cotton burned brightly for several minutes. The bird flew off the roof as soon as it was relieved of its warm burden. Piano has witnessed all the airships she wants to, and would prefer that they would pass some other way, if they all prove as dangerous as this one did to-night.

Seen Over Savoy.

Savoy, Fannin Co., Tex., April 18.--Last night between 8:30 and 9 o'clock J.J. Gallagher, druggist; E.E. Chester, station agent; and J.J. Pritchett, dry goods merchant, while on their way to the lodge, had their attention attracted to a bright light in the northern horizon. The light was at a considerable distance and was traveling in a northwest direction. It is supposed to be the same phenomenon that was seen by a number of persons in Bonham.

These parties are reliable men. They say the light remained in sight too long for a meteor, as they watched it for almost ten minutes. They are unable to account for it unless it was the much-talked-of airship.

Seen at Manor.

Austin, Tex., April 18.--Mr. John Eva, a well-known business man at Manor, twelve miles east of here, says he saw the mysterious aerial ship that has created a commotion all over north Texas.

His little girl first discovered it and called him out and he saw it as it passed over the town, going south, carrying a large headlight.

Ladonians See It.

Ladonia, Fannin Co., Tex., April 18.--The airship seen here night before last was the occasion of several parties keeping watch last night.

Col. R.M. Burt, his wife and his son-in-law, John Fulgham, saw a large light appear in the southeast and come nearly overhead and then take a westerly course, but it was so bright they could not see distinctly what accompanied the light.

A.B. Ewing also, as he was going home from his store, says he was startled by a strange buzzing noise overhead. Looking up, he saw what seemed to him to be a mammoth alligator with wings outstretched and when nearly overhead the lights went out and only a glimmer could be seen all along the side of the long body. It came from the northeast and changed its course while he looked, and went in a northwesterly direction. He says the object must have been nearly three miles high.

COL. PEOPLES SEES IT.

He Observed It With a Field Glass in the Afternoon.

Cameron, Milam Co., Tex., April 18.--The great aerial monster now flying over the country has been seen in Milam county.

Col. Tom Peoples, who owns one of the largest farms in the county, came in this afternoon and reported the substance of the following story:

Mr. Peoples says that yesterday about 2 p.m. he was sitting on the front gallery of his convict quarters watching with his field glass the convicts at work a mile or two off, when he noticed a dark shadow cover the forty convicts plowing in that gang. It being a bright and perfect day, without a cloud, he was astonished that the horses and men should be under a cloud. He at once began to look for the cause when, with his glass he caught sight of a huge body coming at a fearful speed from the northwest, and between the sun and the convicts, thereby casting a dark shadow over them. The monster had the appearance of the pictures of the great whaleback ships of which so much has been written, with immense wings both fore and aft, with great fins beneath and on the sides. The noise of its approach was not great, but it produced a humming sound, which he thinks was caused by the machinery that propelled it.

The principle on which the great unknown flyer seemed to operate was that of a great plane and the same movement as that observed in the flight and movement of the buzzard as it floated rapidly and without seeming effort and it seemed to take very little power, although it was of monstrous proportions. The visitor, he thinks, must have come from another planet and is on a tour of observation, for it came very low

and almost stopped near the large artificial lake on his ranch.

Col. Peoples says that when the ship made this stop there was a great commotion aboard of it and many apparent signals were given with strange-colored banners or flags. Strange streamers or streaks of peculiar, dazzling white lights seemed to shoot up to the sky from aboard this strange craft. After this stop it, for the first time, seemed to require every effort of power to get the machine in motion. After many rapid evolutions of the great wings, rudders or fins and more humming sound of the machinery, the great and startling ship shot rapidly upward and the last he saw of it it was going southwest. There was much alarm among the convicts and guards, some thinking that the evil days had drawn nigh, some that their day of deliverance had come.

This is a strange story, but it was given in good faith to The News reporter and is vouched for by all the men on Col. Peoples' plantation.

A Windmill Demolishes It.

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.

Skeptics and Believers.

Ennis, Ellis Co., Tex., April 18.--The excitement incident to the published reports of the wonderful airship is growing more and more intense and various opinions are being expressed. One man was heard to say to-day that the whole matter is an advertising scheme. Dr. E. Stuart, an acknowledged authority in metaphysics, gives it as his opinion that the whole affair is due to hypnotism and bad whiskey, and J.M. Chapman thinks it is purely sensational fiction. But the people are not all skeptics. Some believe the question of aerial navigation has been solved and others who have been close students of the Bible are apprehensive that the end of time is drawing near and that the strange visitations are heavenly inspectors going about to judge the world. A deeply pious lady said to-day that one would see sights, some would dream and some see visions, we would hear of wars and rumors of war and lastly that whenever the gospel shall have been preached to all nations that the end will come.

"This," she said, "has almost come. Every nation, except Thibet has had the gospel and messengers are trying to go there. When that is done the fullness of time will have come and the Lord will most likely appear in his second coming."

It is rumored to-day that Mr. C.W. Beale of this city, a very sober and circumspect gentleman, saw the mysterious vehicle last night and Mr. F.D. Hahnsbeen, night operator at the Central office, says he saw it.

City Recorder J.W. Craig says he saw the ship at noon last Monday, but as there had then been no excitement over it he let it pass with only mentioning it casually. He says that he and Charlie Pippen were looking at the moon and a star at noon and a dark object passed across his vision, which as he now recalls it suits very much to the description given of the air vessel.

A Bank Cashier Sees It.

Granbury, Hood Co., Tex., April 17.--(To The News.)--Newt Gresham last night at 9:10 o'clock, while drilling the Riddle rifles, discovered that mysterious flying jenny of which we have heard so much. Newt is a very warlike young man, being a populist, but he could not stand the sight of the air machine, so he ordered the company to open fire on the object, which it did, and the whole town was soon aroused. Every back yard was filled with spectators and still the animal hung quietly in the sky over the city.

The opinions of various responsible parties here are:

Hon. Lee Riddle said: "It's an airship run by electricity."

Frank Gaston said: "It is a cloud of some mysterious substance with phosphorescent properties."

Newt Gresham, captain of the Riddle rifles and editor of the Hood County Truth, says that it was a huge fish with wings, but the general opinion is that it is an airship, which I think it is, having had a better opportunity to observe it than the majority. It disappeared quickly southward over Comanche peak.

I think the above might be of interest to News readers, and you may publish same with my name affixed. E.B. HILBUN.

Seen at West.

West, McLennan Co., Tex., April 18.--(To The News.)--People here

have been on the alert for the famous airship. It was seen by Prof. Hickman of this place about 10:30 o'clock last night moving in a south-east course. His description of the thing was very minute. It seemed to be whaleback in body with bat-like wings, windows with lights inside with a powerful headlight in front. It was not over 500 feet above the ground, but ascended rapidly until almost out of sight. It had almost meteor-like speed.

It was also seen by Thomas Franklin and others living near this place. This settles the matter of the fact of the airship in this place. JAMES GRIFFIN.

Has a Musical Crew.

Hillsboro, Hill Co., Tex., April 18.--A number of persons in this city whose curiosity in regard to the airship has been aroused to fever heat by the graphic accounts of this mysterious wanderer of the heavens as published in The Dallas News sat up most of last night in hopes of seeing it. Their vigilance was not rewarded, probably from the fact that it had engagements to fill in other sections and could not get around.

However, a gentleman named Walter Williams, who camped with his wagon on a high hill about two miles east of here on the Hillsboro and Mount Calm road, and who slept on the extreme summit of the hill, says he heard and saw wonderful things that were not on the programme. He came to town this morning and The News reporter ran across him at the city watering trough as he was watering his team. The reporter observing that he appeared perplexed about something, halted and entered into a conversation with him, and soon learned the cause of his perplexity. An account of this man and his strange experiences is best related in his own words. Said he:

"My name is Walter Williams. I am a farmer and live in Anderson county near Montalba, a small country village. I am on my way overland to Hardeman county where I have land interests. Last night I stayed two miles east of here on a high hill. I stopped my wagon and team at the foot of the hill, where I fed my team. After supper I strolled about a little for relaxation and eventually got to the summit of the hill. The night was an ideal one, with no clouds visible anywhere. The moon was cleverly up and the view from the hill was eminently beautiful and impressive. The city of Hillsboro lay off in the valley to the west in all its picturesqueness, while beyond it the shadow of the cross timbers showed darkly against the horizon. The timbered creek above and below me and the clear sky above from which a few stars blinked sleepily added to the happiness of the occasion. Moved by an impulse, I took off my hat in adoration to the hand that had fashioned the hills and spread the valley there. The place was so lonely and quiet I decided to spend the night there, and got my blankets and spread them on the ground, with nothing but the blue canopy above me.

"I soon drifted away into the land of slumber. After a while I was awakened by the sound of music. I lay on my pallet with my eyes closed and listened to it. Softer, sweeter, weirder music was never heard. Its melody coursed through my veins and penetrated my very soul. Presently I was sufficiently awake to remember where I was, and it struck me as very strange that I should hear music at that place and time. I opened my eyes and looked around me. I could see no one, and the music very strangely seemed to be in the air overhead. I sprang to my feet and peered into the air with all my might, but could not see anything. It must have been midnight or past, for the moon had climbed high up in the heavens, and its silver rays filled the earth with their radiance. I felt as if I was in a spirit land listening to the weird music of spirits. It was like the music of an organ with flageolet, violin, flute and cornet accompanying. At times it seemed very near and then floated far away almost beyond the range of hearing, but always returning sweeter and more devotional than before. Look as I would, I could see nothing of the invisible musicians, and it is natural that I should have felt somewhat superstitious about it. Yet I was not as disturbed as one would suppose by it. I knew or felt reasonably certain that no human agency produced the music, still it did not terrify me. The tune was "Coronation," and while it was soft and low, it seemed to penetrate the entire universe. The very air seemed to thrill from it. The stars in the distance, dim and indistinct, appeared to feel its vibrations. After a while the music ceased and I noticed a commotion in the milky-way almost overhead. It seemed as if millions of stars, moved by a sudden impulse, had started revolving about each other in what appeared to be a space ten feet in diameter. They revolved around faster and faster, occasionally throwing off stars, which darted into the void and disappeared. This lasted for scarcely a minute, when the disorder ceased. In the center of the circle was plainly outlined a cross of stars, adorned with a crown of thorns. This presently faded and left the milky-way in its natural state. Just as it faded I plainly heard from myriads of tongues the refrain, 'Peace on earth, good will to men.' I fancied I could see in the far heavens flashing in the moonlight the silver tips of angel wings. The song died away and everything grew silent. After that I could not sleep till nearly day, when I fell into a soft slumber. I am at a loss to account for it. It could not have been a dream. It was too vivid, and I can not account for it. While it is possible that Eastertide may have had something to do with it, I am not prepared to say that it did. I relate it as it occurred to me, and I give you my word as an honest man and as a Christian that I saw what I saw. If you doubt it I refer you to any one at Montalba, Tex., who will tell you I am at least regarded as truthful."

When the reporter recovered from the strangeness of the adventures, Mr. Williams was some distance down the street.

Seen in the Territory.

Padi, I.T., April 17.--(To The News.)--Until to-night the airship has been regarded as a fake by our people. There is, however, no unbel-
xxxxxx never now. At 8:35 p.m., just as the north-bound passenger

train No. 12 pulled into the station, the ship was seen traveling in a southern course, moving at the rate of about forty-five or fifty miles an hour. It looked to be from 75 to 100 feet in length, carried what seemed to be a headlight not unlike those used on a locomotive, and was some quarter of a mile from the earth.

Attention was first called to the presence of the strange sight by Engineer Girard of the train. Those who saw the ship at this place were conductor Jack Conlisk and Engineer Girard of the train, Dr. Tucker, Dr. McBride, G.D. Thompson, Mr. Nesbitt and this correspondent, besides many passengers on the train. There is no doubt it was seen by the good people of our little neighboring town of Pauls Valley, as it was traveling in that direction. R.M. TATE.

Airship Line.

Bonham, Fannin Co., Tex., April 17.--(To The News.)--Bonham capitalists will in a few days apply for a charter for the "Bonham, Ivanhoe and Lamasco Airship Transportation company." They will at once inaugurate a double daily passenger ship service and put on sufficient freight ships to transport all merchandise to Ivanhoe and Lamasco, and returning will load with corn, which will be brought to Bonham and loaded on railroad cars for shipment to different parts of the state and for export.

For a distance of about five miles in the Ivanhoe country the air does not contain sufficient buoyancy to float the ships. They expect to overcome this difficulty by either bridging or tunneling. The stockholders, backed by the local newspapers, have all the necessary material on the ground to carry out the enterprise except the bridge and ships. As this will be the first all air line in the state, I thought I would bring it to your attention. Respectfully,

JULIUS (not Jules) VERNE.

Seen at Wortham.

Wortham, Freestone Co., Tex., April 18.--Capt. John A. Lilly, a prominent and reliable citizen of this place, a Mexican war veteran, claims that he saw the mysterious airship last night at 9:30. He says it was going straight up! The captain is noted for his truthfulness.

1897 April 19 (Mon.) Dallas Morning News, p. 8. Mr. Smith's Airship. / This One Carried 10 or 12 Passengers, Wearing Easter Bonnets.

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

Mr. Smith states that he hastily aroused his wife, but before she could reach him the mysterious pilgrim war away, going toward the south, leaving in its journey Oak Cliff, immediately to the left. Tues. April 20, p. 4--The crews of the airships which are cruising in the ethereal oceans of Texas will please be careful and not throw their empty flasks overboard.

Snap Shots.--Shoot the airship.

--Somebody should persuade Senator Chandler to let up on his desperate effort to multiply the battleships until we find out whether the airships are loaded with dynamite.

1897 April 19 (Mon) Galveston Daily News, p. 2 (card 1)

THE AIRSHIP IN TEXAS.... [stories from Cameron, Greenville, West, Ennis, Dallas, Wortham & Austin in Dallas paper]

A Filibustering Expedition. Hearne, Robertson Co., Tex., April 18.--Hearne has had a visitation from the mysterious airship, and to such an extent were the remarkable workings revealed that those privileged to view this mechanical wonder pronounce the nocturnal navigator no longer a mystery. The News man interviewed a prominent young druggist this morning, who beyond a doubt has seen the machine, whose purposes he plainly explains. Its description is a close counterpart of those already given in The News. His vision was at 2 o'clock this morning, above the treetops. By the uncertain electric light he was enabled to decipher a number of Spanish words painted on the bow or fore end of the monster, and while not fully understanding the meaning, he is sure the aerial ship is equipping a filibustering expedition to Cuba. /...

That Mysterious Airship. / Philadelphia Enquirer

For some time past there have occasionally come stories of the appearance of an airship in widely separated parts of the western country. The first announcement of this character came from California, and since then the mysterious object is said to have been seen in Kansas City, Omaha and other cities. The stories were of the most circumstantial character; the truth of them was vouched for by persons of intelligence, whose veracity on other matters coming within their observation would not have been questioned, and all of them were agreed as to the particulars of what they saw and offered independent and corroborative testimony. In some instances it was simply claimed that what appeared to be the brilliant headlight of something in the sky had been seen, while other observers were confident that they saw the vessel and gave a description of its outlines and movement. Of course, there were many people who were incredulous as to the story and made it the subject of good-humored raillery.

The fact that the object was always seen by night was used as an ~~argument~~ argument against its existence; whereas, if some man has actually succeeded in perfecting an aerial contrivance, the most natural thing ~~in the way~~ for him to do at first would be to test it after darkness had fallen, and so secure secrecy for himself. And now comes the story that the directors of the trans-Mississippi exposition to be held at Omaha have received a communication from a man who declares that he has invented an airship, and that he will disclose his identity and come to the front if the directors will guarantee him ~~125,000~~ 870,000 square feet of space. He declares that the ship will carry twenty people to a height of from 10,000 to 20,000 feet.

Because an airship, such as that which has been dreamed of, has never been constructed, it would be foolish to argue that it never can be. In a story which is now appearing in a magazine the hero, who lived in this city during the revolutionary war, and who is supposed to have written the story years afterward, tells how difficult it was to reach Bryn Mawr from Philadelphia at the time that the army of Washington was in this neighborhood, and then speaks of the ease with which the trip could be made at the time of writing by a swift stage coach. This same man, although compelled to acknowledge that better means of travel had come, would have never believed in express trains, in steamships and telegraphs. And so we, who know that they have come, are equally skeptical as to the accomplishment of aerial travel. One hundred years ago it would never have been dreamed that the sea could be navigated as it is today, and yet some people ridicule the idea that the air can ever be navigated and look upon the idea as the dream of the visionary or the poet.

One by one the forces of nature are surrendering themselves to man; what were once looked upon as miracles are now acknowledged to be simply the result of an acquaintance with and a mastery of natural laws, and, therefore, there is nothing that patient invention and study seek to accomplish that should be laughed at. The eyes of the people who claim to have seen an airship may have deceived them; the man who claims to have invented it may be a charlatan, but the world will yet, if we may judge from the marvelous progress of science and invention, see a contrivance of this character, while the people who laughed at the thought will acknowledge the simplicity of the vessel and wonder why it was not constructed a century earlier.

1897 April 20 (Tues Morn) Abilene Reporter (2ce/wk ed.), p. 2.

AIRSHIP HERE! / Abilene's Attractions Were Too Great for the New Vessel to Stay Away. /

Saturday's Reporter registered a big kick because no one in the up-to-date town of Abilene had seen the airship, and our people came bravely to the rescue. At 11:30 Saturday night two of our watchmen saw the monster bird hovering over the city, its passengers evidently taking an observation. The gentlemen were enabled to see that it corresponded largely with descriptions given at other places, only it was somewhat larger, its length being about 700 feet. Windows on the side next to the observers were brilliantly lighted and faint strains of music were heard as if from a powerful orchestra. Evidently the passengers were engaged in a pleasant hop, and enjoying themselves to in a highly satisfactory manner. After a few minutes the aerial party started off in a southwesterly direction, and went at a terrific speed, but just before it faded from sight it turned to the southeast, and was almost immediately out of sight. No doubt the mysterious visitor will come again, as the attractions of ~~the~~ this country by moonlight are so great that the passengers will want to see it again. Tonight Mr. Ed Harris and others will keep a sharp lookout, and when they see it we will get a more accurate description.

1897 April 20 (Tues) Austin Daily Statesman, p. 3. (Card 1)

THE HEAVENLY MYSTERY. / POSSIBLY SOLDIERS FROM WARLIKE MARS OUT ON A TERRITORIAL RECONNOITER. / THE SHIP CARRIES COLORED LIGHTS / An Astronomical Theory About the Mysterious Stranger as Seen in Chicago--The Celestial Craft the Talk of the Town. /

The great and mysterious aerial vessel that has thrown north Texas and many parts of the country into a state of excitement and commotion, was first seen sailing over Kansas, but the stories about it did not excite much attention.

Since then, however, the mysterious stranger has been seen in many parts of the country, and Friday night last reputable citizens in scores of Texas towns had a view of the aerial vehicle.

It ~~xx~~ has traveled over Illinois, Indiana, Iowa, Wisconsin, Arkansas, Louisiana and other states, and everywhere has excited great curiosity and in some places provoked consternation.

On Friday night, April 9, the strange light skirted over the northern border of Chicago and could be seen, according to the numerous reports of residents in that neighborhood. A great crowd gathered at the corner of Milwaukee and Oakley avenues and gazed at the object, trying to figure out to their satisfaction what it might be. It was an "airship" for lack of a better name to designate it by, but most were skeptical about the identity of the "manifestation." It was said the object looked very much like a balloon, but the "red light" was plainly discernible. Many of the people mounted the roofs in the neighborhood and all the field glasses in the vicinity were called into play. Among those who reported seeing the lights were Max Christianson, 1552 Milwaukee avenue; Joseph Starveitch, 1480 Milwaukee avenue; George Nicholson, 1480 Milwaukee avenue; L. Wickert, clerk in Keats' drug store, 1480 Milwaukee avenue.

It passed over Chicago going eastward and disappeared about 12:45. It carried a strange green light, which was seen by thousands of people. Professor G.W. Hough of Dearborn observatory, Northwestern university, took an interest in the "airship" rumors and advanced the opinion

that the strange light was caused by the effect of the atmosphere on the star Alpha Orionus, which is of the first magnitude and is in the constellation Orion. It rises early in the evening and its course across the heavens is about the same as that of the moon. In Chicago it is first visible about 7 o'clock this time of the year. It reaches the zenith, he says, about the time when the mysterious phenomenon described as an "airship" was seen that night. The professor says the star is unusually bright in a clear atmosphere and appears to be close to the earth. The star gradually disappears during the evening, and as it grows dimmer the effect of the atmosphere causes it apparently to change color.

On the same night at Lake Mills, Wis., at 9 o'clock it was seen by many people. It was visible about ten minutes, and then disappeared behind some trees.

At Wausau, Wis. on the same night, what was supposed to be an airship was seen passing over that city about 10 o'clock. Lights could be distinguished from a dark object far up in the heavens, which had the appearance of being shaped like an egg. It was viewed there by at least fifty persons.

On the same night a large number of people at Solon, Ia., saw the mysterious visitor, and on the same night at 2:05 it was seen at Marion Ia., by the night operators of the Western Union Telegraph company and others. It appeared to be about 500 feet above the ground. The outlines were distinctly visible against the sky. The ship gave out two bright lights of an electric glow.

At Mount Carroll, Ill., hundreds of people, about 8:30 o'clock, saw the strange visitor. It came from the northeast, and when opposite Carroll changed its course and went due west at a most terrific speed. It appeared to be oblong in shape and carried a red light. In length it appeared to be about ten feet long and some two or three feet high. Many people saw it in various parts of the city.

In Texas.

The strange craft seen at many points in North and East Texas Friday night has thrown these parts of the state into a whirl of excitement.

Col. R.N. Burt, cashier of the National Bank of Ladonia, Texas, saw the craft, or whatever it is, last Friday night. His description varies very little from that of others, only that it appeared much larger to him, as he says that it seemed to be about 300 feet long, its wings being enormous and looking like huge sails. It seemed to hover for a short time over the city and then rise and go rapidly in a southwesterly direction.

At Farmersville, Texas, Friday night, as reported in the Dallas News, about 9 o'clock a dim light was seen in the northwest, apparently moving slowly to the south or southeast. When first seen it did not look larger than an ordinary 50-cent silver piece. Those watching it soon discovered that the object was approaching the city. It traveled at the rate of sixty or eighty miles an hour. Some thought it to be a cloudless tornado, and those who had storm houses lost no time in getting into them, while the more unfortunate waited and watched the result of the approach of the queer object. In a very short time fully two-thirds of the citizens of the city were out looking at what they then supposed to be a large planet or meteor approaching the earth. In a few moments, in fact, in less time than one can tell it, the queer thing was almost hanging over the city. City Marshall Brown was in the western part of the city making his rounds before going home and says the ship or balloon passed over him about 200 feet from the ground. Mr. Brown says he could see two men in the ship and something resembling a large Newfoundland dog. Mr. Brown says he was close enough to hear them talking, but could not understand one word of their language.

Mr. Walter L. Norwood, an undertaker at Galveston, had a professional call about 3 o'clock Saturday morning, and he says he and his driver, Bob Tevis, saw the airship. He said to a Galveston News reporter:

"The moon was shining brightly, and we could see almost as plainly as in daylight. There was not a cloud in the sky. When we were out on the beach not far from our destination I happened to look up and saw the thing. It moved to the eastward down the beach, following the line of the beach as closely as one would do in driving a buggy. We stopped and watched it. When down about the end of ~~the~~ the island it turned and followed the bay front until about Tremont street, when it turned and went south out over the gulf, disappearing in the distance."

It was pointed at both ends, according to Mr. Norwood's description, and the headlight was directly in front. It looked like a great big bird, with wings flapping regularly, and it traveled swiftly.

Statesman's Mystery Man.

The mystery man of The Statesman heard yesterday that Mr. R.H. Cousins had caught a glimpse of the mysterious ship Friday night, and Mr. Cousins was seen about it.

"No, I saw no ship," he said. "I stepped out into my yard and my attention was attracted by a moving light, which appeared to be some distance above the earth, not far from the residence of Mr. J.W. Graham. I at first thought it was a meteor, but I soon discovered it moved too slow for a meteor. The light was not very large, I think, possibly, I could have covered it with my hand. I watched it as it moved and it passed over and down in the direction of Shoal creek. I saw no dark object nor anything that resembled a ship; I saw nothing but the light, at the time thought nothing about it."

The story, as reported, was that Mr. Cousins had seen a large ship like shape, with the light attached to it.

To the Statesman's gang last night the mystery man, to the utter consternation of the boys, gave it as his unalterable opinion that there was something in this airship business.

"Where there's so much smoke there must be some fire," he said. "So many reports, from so many different points, cannot be fabrications. People may say what they will, but there's something in it."

The gang was visibly moved.

"It is my opinion," continued the mystery man, "that the airship, so-called, is nothing more nor less than a reconnoitering aerial war car from Warlike Mars, investigating the conditions of the United States to see what reinforcements we'll need when the country is invaded by the allied armies of Europe, the Mars soldiers having no confidence whatever in the American jingoes as real fighters."

"With these soldiers of Mars cavorting around over our heads, do you think there is any danger to us of the earth?" asked the gang in concert.

"I most emphatically do. Last Thursday night one of their aerial boats exploded and scraps of steel and pieces of electric wire were found on a school house, the roof of which workmen were repairing. They heard an explosion during the night, and just before it took place the aerial vehicle was seen sailing through the air. There is great danger in venturing out these nights. What if one of those fellows from Mars should tumble out and fall on you?"

The city editor and telegraph man were profoundly impressed, and last night they slept under a table in the editorial rooms.

1897 April 20 (Tues morn) Bryan, Tex., Daily Eagle, p. 4. (card 1)

AIR SHIP IN BRYAN / The Crowning Marvel of the Nineteenth Century. / SEEN HERE LAST NIGHT. / Three Brave Young Men and What They Saw.

Three well known and reliable young men of this city had perhaps the strangest experience last night that has come athwart the history of any trio of human beings, exclusive of miracles, since the world began. They are none other than Messrs. J.G. Minkert, Dr. Chas. Edge and Dick Jones, three young professional men in whose truth and veracity most any one in the city has the utmost confidence.

As given to an Eagle reporter at a very late hour last night, these young men's experience may be briefly told as follows:

Mr. Minkert was awakened from peaceful slumbers sometime after midnight by a bad case of toothache and immediately dressed and sought a dentist. In the utmost distress, he was proceeding to Dr. Edge's dental office, when he met Mr. Jones, returning at a rather late hour from some consultation on legal matters with a brother lawyer. Joining Mr. Minkert, together they sought the dentist. The latter was found, and relief soon given to the sufferer. And now began the strange experience which was related to the writer by one of the party. Mr. Jones discovered a bright light through the open window, and speaking of it, the attention of the three was directed to a strange object approaching through the heavens, from a southern direction. Watching, with breathless surprise and interest, the celestial object was now seen approaching rapidly, while apparently getting lower. Now it was near enough to detect that it was a large body with apparently two lights, one at each end of a long, ship-like object. The light in front was extremely bright and dazzling. Coming approximately within a mile of town, the body lowered and apparently swung a great searchlight around and then moved off eastward, so it seemed, and stopped, remaining still for at least ten minutes, while the most brilliant light they ever saw flashed repeatedly in various directions. The observers think it was directly over the A. & M. College. The object was now so far from them that not much could be seen of it except the two lights. Then all at once a fluttering motion was faintly discerned, and the strange apparition began to flow up into the heavens, and move northward. It now began to be more plainly seen. Plain and plainer it became, until at last almost stopping again, a half mile south of town, it showed what its true nature is. A long cigar-shaped body, with many windows and openings through which pale lights streamed forth, with great wings protruding from each side, and an immense fan-shaped rear projection. This formidable dragon-looking celestial vision hovered over the city, then presently moved slowly away toward the eastern suburbs. This movement effaced the wonderful apparition out of sight of our three nocturnal sightseers, (who looked from a southern window). For many moments, not a word had been spoken Jones now turned to the others with a white face and eyes as large as saucers, while Dr. Edge caught his breath and said:

"Well, I'll be-----"

Minkert said he would too, and a consultation resulted in a quiet march to the other side, for a better view.

Outside, again the aerial monster loomed up, now almost stationary, and slowly descending to earth. Down it went, below the houses and tree tops, and out of sight, except for its lights brightening up the surrounding atmosphere.

One behind another, our young adventurers began a silent march toward the strange visitor. Jones led, the dentist came next with his forceps in his hand, while Minkert brought up the rear. Over the hill and out of town they went, and discovered, in the Claude Mitchell pasture, a 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 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 foreigners, 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 search light 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 of 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 pointing 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 ~~xxxx~~ ~~xxxxxxx~~ ~~xxxxxxx~~ airship news) while a party of Bryan amateur hypnotists were laughing at them, and the Flying Dutchman of the skies sailed on. 1897 April 20 (Tues) Daily Times-Herald (Dallas), p. J.

AIR SHIP / Seen by Fort Worth People Last Night. / Said to Have Landed in the City Park. / A Stephenville Editor / Saw It and Tried to Interview the Man Who Was Navigating the Aerial Wonder. / Fort Worth, April 19.

At last the aerial wonder causing so much comment all over the country has been seen in Fort Worth; at least there are some good citizens who declare they witnessed its appearance last night.

L.E. James says he saw it land in the city park last night, when a man at least seven feet tall alighted from it and appeared to be fashioning some ropes, after which he boarded it again when it swiftly arose and soon disappeared from view.

J.E. Johnson at the Natatorium says he saw it plainly last night passing over the city.

Word comes from Stephenville that the editor of a paper there saw it near the earth and tried to interview the man conducting it and was informed that he had not time to talk.

Leading astronomers agree that what all have been calling an airship is nothing but a star in the constellation Orion and is so near the horizon that the axial movement of the earth makes it appear that the star is rapidly moving. This is all there is to the airship, except where practical jokers have sent up balloons.

1897 April 20 (Tues) Daily Times Herald (Dallas), p. 8. (card 1)

SURE ENOUGH AIRSHIP / Lighted on East Mountain at Mineral Wells this A.M. / STATEMENT MADE BY THE CREW. / Problems of Aerial Navigation Solved. / Passing Glimpses of the Strange Visitand Explained. /

Seeing the airship is becoming quite an industry. It is even being witnessed by the inhabitants of towns that have been "dry" these many years.

The stories told range from the About Ben Adhem style of narrative to fin de siecle romances that suggest the inspiration of a gifted scientific genius a la Ignatius Donnelly.

The airy visitant continues to hover on unwearying pinions in the blue arch of night, keeping good people out of their beds in the expectant hope that they may catch a glimpse of its patent headlight. It should be observed that this airship is a respecter of the city ordinances, as no accounts are mentioned where it is seen with its "lamp" out. This is a gentle dig at the local wheelmen who scoot frantically about the streets in a lamplless condition. Why someone hasn't taken a shot at the "thing" still remains a question. It is strange that some matter of fact scientist not troubled with any scruples hasn't drawn a bead on it like the man in Coleridge's maritime narrative, whose investigations took this practical form.

A number of young men and boys who have been "funny" all their lives have taken advantage of the amount of free advertising given the aerial traveler by sending up toy balloons in order to widen the area of the airship's activity. It also promotes a Christian feeling among those people who, after descending ~~xxxx~~ knowingly upon its midnight beauties, are told by the parties to the hoax that they were only staring at a little balloon lit up by a cheap candle.

The airship is still a popular theme in the city and suburbs, and particularly in the country where the untutored agriculturalist instead of marning the plov is sitting up lat o' nights watching the airship plow the ~~xxxx~~ heavens.

Airship parties are quite a fad in Oak Cliff now among the young lady collegians, it is said, ever since a popular educator in that favored suburb looked aloft and beheld the airship with all sails set exchanging winks with the "man in the moon."

But, seriously enough, many citizens whose veracity is monumental

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have gazed at the bird of passage and then confided their impressions of it to the hypnotic editor.

Said Mr. Thomas Work, whose experience with plain drunks and peace disturbers (not airships) in the city court qualifies him to speak with some weight:

"The airship was sighted by my children and a large number of residents on Routh street last night about 7 o'clock. It was scudding along right merrily with all sails set; seemed to be going in the direction of the hospital. I expect it had a quiet tip that Dr. Armstrong was at his office. Oh, yes; it was an airship all right. There was a filmy red light about the thing peculiarly uncanny and it was going at a great rate of speed."

James Williamson, the well known contractor of West Dallas, told City Judge Curtis Smith this morning just before the regular police court festivities that he'd "seen it."

"Seen what?" said the city judge.

"Why, the airship, to be sure," said Mr. Williamson reproachfully.

"It passed my home like a house afire about 9 o'clock last night. It had a dark, piratical cut and chanced through the ether at the rate of about 200 miles an hour. So swiftly did it move that the eye was unable to follow it in its flight."

"Yes; it was no funeral procession, I expect," said Judge Smith absently.

Alf Nussbaumer, B.O. Marshall and William Boll, Jr., were hunting on Grapevine prairie, nine miles west of Dallas Sunday afternoon when the airship discovered itself to these nitrods. Neither Mr. Marshall nor Mr. Nussbaumer could be found at their usual places of business today.

Mr. Boll was seen, however, and asked to describe his sensations, which he did only regretting that Mr. Nussbaumer, who was much affected by the sight, was not present to tell about it.

"We had just sat down to dinner," said he, "and were meditating upon the number of Easter hats we missed seeing by not going to church. Suddenly casting up our eyes, we beheld a long, cylindrical body moving with fearful velocity through a nearly cloudless sky. It's general appearance was white. We could plainly discern two wings, one at each side, which looked like those of a great bird. The contrivance was, I should judge, sixty feet long, and there was a wheel behind. Save the wings, which moved with a rapidity that was uncanny, we could discern no signs of life about it. It was going toward the southeast and we watched it till it disappeared."

"Now, this is no joke. We had no drinkables of any kind for dinner and we are all willing to make affidavit that it happened just as I tell you. Mr. Nussbaumer, I understand, is going to commit the impressions of it to writing."

Even more circumstantial accounts of the "ship" are given below.

Col. W.C. Wolf, living on Wolf Trail in North Dallas, states that at 7:45 o'clock last night, he, his two sons and about a dozen of his neighbors, saw a bright headlight pass over that quarter of the city with a whirring, whizzing noise, and disappear in a northwesterly direction. He says he could see nothing but the light, which appeared to be fully a mile high.

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 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. The 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.

1897 April 20 (Tues) Dallas Morning News, p. 8. (card 1)

AIRSHIP TALES. / A Number of Dallas Citizens Are Their Authors.

Cooper Nott returned from Longview yesterday. He said to a News reporter: "At Longview on Friday night I saw the airship. It's no fake. I saw it with these eyes. Charles Foster, the station agent at Longview, and Col. Thomas Kingsley were eyewitnesses and will corroborate what I have said."

Joseph A. McMurray of Mineola was in the city yesterday. "This airship business is a fake," he said. "Why Tom Breen, our new postmaster, sleeps with one eye ~~shut~~ open and he has not caught a glimpse of this airship. I don't take any stock in the stories published. Neither does Tom Breen."

Maurice Kahn, clerk of the police court, is authority for the statement that Messrs. William Boll, Jr., B.O. Marshall and A. Nussbaumer claim to have seen the airship on the ground about nine miles west of Dallas Sunday afternoon about 2 o'clock while out hunting. They will, he says, make affidavit to this if necessary.

Manton Carrick and a number of friends sent up three small balloons lashed together with lanterns attached from the corner of Olive and Live Oak streets last night. The balloon floated over North Dallas. The boys paraded the streets in that section of the city yelling at the top of their voices, "There's the airship!" All the inhabitants turned out and viewed the light in the sky with exclamations of wonder.

At 9 o'clock last night Mr. J.W. Bruit 'phoned The News from the corner of Allen and Juliet streets: "I've seen the airship. It was out near the McKinney avenue schoolhouse and going toward Oak Cliff. I was in my buggy and whipped up my horse in a vain effort to get close to it. It was very bulky."

An hour later George Saunderson, fireman at the waterworks, phoned The News as follows: "The airship passed over us ten minutes ago. I got a good look at the ship. It has three large windows and was making very fast time."

He Did Not See the Ship.

Ladonia, Fannin Co., Tex., April 18.—(To The News.)—Will you do me the kindness to say through your columns that the gentleman who informed you that I had seen the so-called "airship" was certainly very much off his base, and did me quite an injustice when he said that I was among the number who had seen it. If such a thing is in existence to-day I confess that I would be glad to see it, but so far have seen nothing of the kind, and have never made any such statement to anyone. I know your informant and really think that he did this as a joke, but in justice to myself think that he did very wrong. / R.N. BURT. 4/22, 4. When the skies fall we shall catch airships.

1897 April 20 (Tues) Galveston Daily News, p. 1. (card 1)

THE LATEST AIRSHIP JOKES. /

Hanging Around Galveston.

Tom Moore, a young man who draws the thirst-slaking soda from a fountain at Schott's, announced yesterday morning that the airship was passing over the city. Charles Schott, night clerk at the store, was on the rear upper gallery.

"I saw a big, white object for a minute," said Mr. Schott last night, "but I was unable to follow it in its flight, because my vision was ~~obscured~~ obstructed by the buildings. It appeared to be passing above the Tribune building, and when I first saw it the front end was a little beyond the alley, and the ~~rear~~ rear end almost where the entrance to the stairway is located, so I judge it to be about 75 feet long. It appeared to roll over slowly, and was pretty well up in the air. It was moving south. It was just at 5.20 this morning."

Moore says he could hear a buzzing noise as it passed along.

A boy in Schott's last night said he overheard a party of gentlemen, some of whom he knows by sight, on K and Twenty-first street, say that they saw the airship during the day. Sergeant Jack Pither, they say, called their attention to it, but when asked about it last night, Pither denied having seen any airship.

Landed on the Brazos.

Caldwell, Tex., April 19.—There has been much agitation and discussion here for the last few days concerning the airship. It is said that some reliable darkies in the Brazos bottom saw it yesterday afternoon. It showed up and settled down on the banks of the river and took on a supply of water. Two of the sailors captured a colored man who was hoeing cotton near by and carried him off on the ship because he was working on Sunday. It steamed away to the east and was soon out of sight. The News man can not verify this, as he can not spend the time necessary to find the parties who saw it. Some have been watching here hoping to get a glimpse of the aerial monster, but it has not yet come in sight of Caldwell. This is and has been a local option town since last summer and the nearest saloon is two miles away.

Monstrous Varmint.

Richmond, Fort Bend Co., Tex., April 19.—An old negro man named Mose Fletcher, living near Stafford, was in town to-day and from his description of what he termed a "monstrous varmint" it is believed he has seen the airship. He says that about 10 o'clock last Friday night he had occasion to go out to his horse lot to quiet a great commotion among the stock and he saw a "varmint" about 100 yards in the air going southwest. He says it shone like a firefly and he became so terrified he ran to the house. When he came out with his wife it was gone. Mose is an innocent and illiterate old negro and appears to be very earnest in what he says.

He Has a Solution.

Alvin, Brazoria Co., Tex., April 19.—Major Buck thinks he has solved the airship problem. Yesterday he saw a large vulture or buzzard with streamers hanging to his tail, to which he thinks a light had been attached. The heavens are closely watched by the credulous for a glimpse of the mysterious visitor.

1897 April 21 (Wed) Dallas Morning News, p. 6 (eds)

TO FLY OR NOT TO FLY, THATS THE QUESTION.

The Paris Figaro and other European papers have reprinted eagerly all of our stories regarding the airships, and express an earnest desire to secure more. Here is a great opportunity for almost any old newspaper reporter who wants fame and a fair salary. The French want the news about our ~~high~~ high-flyers. They are fearful that we have solved the problem first. The New York Herald insists that the problem of aerial navigation will eventually be worked out. It has not read the news from Texas. In Europe there are at least a dozen well known scientists working on the problem, and many half successful efforts of flight have been made, not taking into account Hiram Maxin's idea of spending energy uselessly in the endeavor to lift a machine into space by main force. The Herald notes that poets, romancers and dreamers have pictured the airship of the future. Flammarion has filled his book on the "Fin du Monde" with attractive pictures of airships floating genially through space, and he followed the Hungarian Maurus Jokai, who thirty years ago made the airship the great means of communication between the various cities of his magnetic world. Tennyson in "Locksley Hall," alludes to airships as follows:

"For I dipt into the future far as human eye could see;
Saw the Vision of the world and all the wonder that would be;
Saw the heavens fill with commerce, argosies of magic sails,

Pilots of the purple twilight dropping down with costly bales; Heard the heavens fill with shouting, and there rained a ghastly dew From the nation's airy navies grappling in the central blue. Far along the worldwide whisper of the south-wind rushing warm, With the standards of the people plunging thro' the thunder storm, Till the war drum throbb'd no longer and the battle flags were furled In the parliament of men, the federation of the world. There the common sense of most shall hold a far freer realm in awe And the kindly earth shall slumber, lapt in universal law."

The duke of Argyle many years ago described in a scientific manner methods by which the air might be navigated. His essay was appropriately illustrated with cuts very like the designs of the present day. Of course our ball-bearing boxes, storage batteries, light materials and contrivances for generating and using power give us some great advantages. While we can not all fly yet, we have better means of doing so than the crude machine of Darius Green. The best way to work out results in any line is to excite a general interest in the public mind. Nobody need be at all astonished if the airship of fancy should in due course of experiment and invention become an airship in fact.
1897 April 21 (Wed) Dallas Morning News, p. 7

A Phenomenal Star.

Texarkana, Bowie County, Tex., April 20.--The belated population of Texarkana were greatly excited last night over the appearance in the heavens of a star of magnificent brightness. To a fixed gaze it had the appearance of vacillating in its proportion and some of the lookers-on swore that they could see it move from place to place. The star threw a light the color of an arc-electric, and at times it dazzled the sight in like manner. It was a scene beautiful to behold and was admired for hours by many.

April 21, 1897 Houston Daily Post (Wed. morn.) p. 2 (card 1)

Inspected the Air Ship.

Beaumont Man Saw the Mystery at Close Range. Conversed With The Travelers. Says It Is Propelled by Four Big Wings, Electricity Being the Power Used.

Beaumont, Texas, April 20.--Mr. J. P. Ligon, local agent for the Magnolia brewery of Houston, this afternoon informs The Post correspondent that the airship visited Beaumont Monday night, and that he not only saw the flying machine, but he had a chance to inspect it from the xxxt 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. It I told them that they could. They went to my house, each bringing two buckets, and after filling them, started to return. I escorted 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 180(?) 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 contains a water ballast (?) that is pumped to the bow when it is desired to bring the xxx 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.

Apr. 29, p. 4. Edison pronounces the airship a fake. Let him come out to Kansas and stimulate his vision with drug store beverages xxxi a while and he will see his mistake; also the airship.--Kans. City Journal xxxxx? xxxxxx What! Was soda water the cause of it! Apr. 30, p. 4. Up to date, the airship has eluded the utmost vigilance of all genuine Prohibitionists.
1897 April 22 (Th) Dallas Morning News, p. 4.

When the Hon. Jim Leaper of Coleman, after an assiduous scientific investigation, gave it as his view that the air ship was nothing more than a device of Rockefeller and Flagler to cross Texas without falling into the clutches of him who in times of peace used the knife to the hilt, the News was almost ready to advance the opinion that the mystery had been explained. A later communication from McKinney, however, places the phenomenon in quite a different light. (Communication reads four men see airship on the 20th and hear pilot at tiller call to stout man as ship descends, "By gatlings, Wm. J [Bryan], you must whoop her up," whereupon was a mighty blast of wind.)

April 28 (Wed) p. 4--Snap Shots--A Dallas father has refused to give his eldest daughter in marriage to a young lawyer who saw an airship at midnight.
1897 April 22 (Th) Galveston Daily News, p. 4. (card 1)

AIRSHIP SPOKEN.

Beltonites Felt the Breath of the Aerial Machine. Belton, Bell Co., Tex., April 20.--The numerous accounts and reports appearing in The News for some time past regarding the air ship have excited the curiosity of the people of this place to such an extent that last night quite a number of responsible people of this place "laid for it," and at 11:30 o'clock, to their surprise and astonishment, she passed over Peay's hotel, dipping low. Had she not passed to the left the "New Surprise show tent," just in front of the hotel,

would have been completely demolished. The passengers spoke, but the velocity was so great that no one could understand. The ladies, however, declared they recognized the voice and features of Shrader, the divine healer. From here the ship rose and was lost to view. People here have been inclined to doubt the veracity of the existence of this aerial freak, but now, without a dissenting opinion, it is an actuality. It seemed to have reversed its former course, traveling from southwest to northeast at great velocity.

Eats Peaches and Smokes Havanas. Lovelady, Tex., April 19.--J.R. Johnson, bookkeeper for the firm of Malner & Monday of this town, at 9:25 last night saw an object which must have been the much talked of airship. He says it was 150 feet above the trees and when first seen in the northwest it was traveling at a very rapid rate in a southeasterly direction and descending gradually. After crossing the International and Great Northern track about one-quarter of a mile north of town it quickly veered to the northeast and rose rapidly to a great elevation, passing out of sight behind the clouds in a few minutes. He was so dazzled by the sight that he is unable to give accurate details of its appearance, but says that it looked like a dragon fly in shape except that the wings were wide and curved instead of straight and narrow. A long cone-shaped attachment swung underneath and extended about two-thirds of the length of the machine, whose total length must have been 150 to 200 feet. One green light was visible when the object first came in sight, but after its course changed to the northeast no lights were seen. An object resembling a man was seen in the lower attachment and could be plainly seen moving about. About the time the machine passed over the railroad track the rattle of tin was heard, and Mr. Johnson, in company with Mr. W.J. McWire, proceeded to the spot, and, after considerable search, found one one-half gallon peach can branded J.N. Lusk and an empty cigar box. The Sight at Orange.

Orange, Tex., April 19.--Orange was not left out by the airship that has recently enjoyed such wide advertisement. Mrs. Ed. M. Davis, wife of the city marshal, saw a luminous object passing over the western portion of this county last Wednesday night which, from the position she occupied, appeared to be a very large comet, of xxxix light xxxxxx km with bright lights at the fore and a train of paler light several hundred feet long trailing behind. Its course was from the southwest to northeast and it kept a straight course as long as she watched it. Others saw it, and all agree that it did not descend while they were looking at it. Mrs. Davis has kept her eyes on the papers, expecting to read of an aerolite landing in one of the upper counties.
1897 April 22 (Th) Houston Post, p. 9. (card 1)

The Airship Was Seen. / Parties at Many Places Claim to Have Looked at It. / Rev. Smith Saw It at Childress. / Very Near the Ground at Belton and Its Passengers Spoke to the Spectators. Childress, Texas, April 17.--The much talked-of airship was seen here last night about 1:16 o'clock. Rev. J.W. Smith was the first to discover the curious aerial monster. He thought at first that it was a star shooting, but after watching it a moment or two, saw that it was not. He then called to his brother-in-law, Mr. Charley Norris, and also called to Mr. Bates and wife, near neighbors, who were up at the time. Charles Norris ran over to his mother's and called out several members of the family, who saw the ship. It soon disappeared, traveling in a westerly direction. Rev. Smith thinks it might have been 2,000 feet high and traveling very fast.
At Atlanta.

Atlanta, Texas, April 19.--There was considerable excitement here today, caused by a visitation last night by the mysterious airship. It was first seen here by Jim Nelson, a farmer, living one and a half miles west of here. He had walked out into his yard just after midnight, when his attention was attracted by a peculiar noise, and looking up he discovered the mysterious aerial traveler. It seemed to be descending straight to the earth with great rapidity and Mr. Nelson's hair stood on end with fright, as he mistook it for a meteor and momentarily expected it to strike the earth, explode and blow himself, his family and earthly possessions into eternity. But when within two or three hundred feet of the earth it paused for an instant, coming to a sudden stop, almost like a heavy weight falling till it reached the end of a rope sustaining it. Then it moved off at a rate of speed about equal to that of an ordinary passenger train in the direction of this city. Having read in the papers of an airship appearing at different places, he decided this must be the mysterious stranger, and having telephone connections with this city he immediately rang up central and reported what he had seen.

Mr. Boothe, the telephone manager, being in his office, looked out for the airship, which made its appearance on time. While passing over the city it was seen by many of the best citizens. Lee Wicks, night policeman, saw it distinctly and describes it as being about thirty feet long and the body or hull being about the proportion and shape of a skiff and seemed to be propelled by revolving wheels and fitted with sails to guide its course. Both Mr. Wicks and Mr. Booth agree in their description of the ship and both believe the motor power to be electricity.

Dr. Crossly, Jack Bangus, Dr. Connerly, Chess Hayes, Tom Swint, Dick [Jan, Paul Dunklin, R.T. Cope and Mr. Huffmaster, night operator, all are reported to have seen the ship, and verify the statement and description given by Boothe and Wicks. When first seen by Jim Nelson there were only faint gleams of red, green and blue light showing, but just after starting off horizontally it shot out a glaring gleam of white light, which was directed toward the earth in front of the airship at an angle of about 45 degrees and lighted a circle about thirty feet in diameter as bright or

rates, said commission shall apply to the justice of the peace of precinct No. 1, Travis county, and procure an attachment and proceed to levy the same upon said airship for the purpose of collecting said rates, etc."

1897 April 24 (Sat) Fort Worth Register, p. 5.

THE AIR SHIP. / Mr. Woodford Brooks Declares He Saw It--His Account of It. /

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 related 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 but 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 equipped machine, propelled by electricity, which is furnished by a large storage battery. It appears that the captain and the 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 Mandall, 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.

1897 April 24 (Sat) Galveston Daily News, p. 3.

(card 1)

THE AIRSHIP IN WEST TEXAS / LANDED IN THE TOWN OF UVALDE. SHERIFF BAYLOR INTERVIEWED THE MEN. / IT STARTED FROM GOSHEN, NEW YORK / And Is on a Trial Trip--Navigator Wilson Left a Message for His Friend Akers. /

Uvalde, Tex., April 22.--That Uvalde has been visited by the famous airship that has created so much excitement in Texas the past week or more, there is no room to doubt. The airship was sighted by Sheriff H.W. Baylor about 10 o'clock Tuesday evening. Mr. Baylor's attention was first attracted by a bright light and the sound of strange voices in the alley back of his residence. He went out to investigate and was surprised to find there the airships and crew of three men. They stated they were on a trial trip and did not wish their presence known to the people of the town. One of the men, who gave his name as Wilson, and place of residence Goshen, N.Y., inquired for Captain C.C. Akers, former sheriff of Zavalla county, who he understood lived in this section. He said he had met Captain Akers at Fort Worth in 1877 and liked him very much, and would be much pleased to meet him again. When told that Captain Akers was at Eagle Pass in the customs service, but often visited this place, he asked to be remembered to the captain on the occasion of his next visit.

After procuring water at the hydrant in Mr. Baylor's yard, the men boarded the ship, its great wings and fins were set in motion and it sped away northward in the direction of San Angelo.

Mr. Baylor is thoroughly reliable and his statement is undoubtedly true. His description of the ship does not differ materially from that given by Mr. J.R. Ligon of Beaumont and the gentleman who saw it at Greenville.

County Clerk Henry J. Bowles also claims to have seen the airship as it passed up Getty street north of the Baylor residence.

At Conroe.

Conroe, Montgomery Co., Tex., April 23.--Our little city is all agog to-day over the report of a most remarkable incident that occurred last night at the hotel.

Prof. G.L. Witherspoon, proprietor of that hostelry, Major Dan D. Donahue, auditor of the Texas, Louisiana and Eastern railroad, Colonel A.H. Traylor, tax collector, and John Wahrenberger, merchant, were engaged until 1 o'clock in a social game of dominoes, when they were disturbed by a call from three strangers, who said they were from San Francisco, Cal. They were most affable gentlemen and made no hesitancy in an airship from San Francisco en route to Cuba via El Paso, Conroe and New Orleans.

They had left the ship at William's ranch near town and walked in to get supper by way of a change.

Major Donahue says that he feels like he has interviewed natives of the moon, as heretofore he has scoffed at the idea of an airship, and he and his friends on last night gracefully declined an invitation to inspect the wonderful aerial traveling machine, but when less than an hour after his midnight visitors had taken their leave, he saw the ship rise majestically from the earth, illuminated by brilliant electric lights, and plow its way through space, his skepticism vanished, and the strange reality of an airship was stamped on his senses and vision.

Major Donahue is one of our most popular citizens and in the main a quiet and most unassuming gentleman, and his statements, especially when corroborated by the evidence of such gentlemen as Messrs. Witherspoon,

Traylor and Wahrenberger, are accepted as gospel truth. They say that the ship must have been at least thirty feet wide and 200 feet long. They watched it until it looked like a bright star just above the eastern horizon, and the major declares he was sober.

The Aerial Visitor at Flatonia.

Flatonia, Fayette Co., Tex., April 23.--The airship has been seen in this vicinity. Albert Mach, a reputable Bohemian farmer living about three miles south of Flatonia, saw it last night about 10 o'clock. Mach had never heard or read of the ship, therefore his statement may be considered reliable. He says the ship passed almost directly over him and was about 100 feet from the earth. It was going in a southeasterly direction and he could plainly distinguish a sound like the rapid whirring of wings. He saw different colored lights flashing from the machine, and as it receded from view it cast a bright streak of light from the rear of the ship in a slanting direction toward the ground.

Mach was badly frightened, and ran to the house to call his wife, but before she reached him the ship had disappeared from view.

The airship has been looked upon as a hoax here by nearly everybody, but renewed interest has been awakened by its appearance in this locality.

What an Editor Saw.

Edna, Jackson Co., Tex., April 23.--Frank Dickson, editor of the Progress, comes to the front and avows without qualification that he saw two airships pass over the southern part of the town night before last. The distant rumbling first attracted his attention, but he thought that it was possibly the noise from a steamer navigating the Navidad river, but looking up he soon discovered the two monsters poised in the air, about 400 yards apart, communicating with each other by means of red and green lights. The outlines of the aerial navigators, says Dickson, were substantially the same as heretofore described in The News. He says: "All this transpired in the space of five minutes, and when they started off one went north and the other south, and were out of sight before I could recover my presence of mind and call my nearest neighbor, Colonel G. Egg, to witness the strange apparition."

Seen at Huntsville.

Huntsville, Walker Co., Tex., April 23.--Last night about 11 o'clock while Mr. Isaac N. Adickes, one of the most prominent social lights of this city, was returning home from a call on his best girl, he had a glimpse of the much talked of airship. He says it came from a northwesterly direction and moved at a very rapid rate and passed over the outskirts of Huntsville, ascending as it neared the hills. It was not in sight over ten minutes from the time he first saw it. Its appearance tallied very much with former descriptions appearing in The News, being cigar-shaped and having wings, and also throwing out its usual bright light. No one here doubts that Mr. Adickes has really seen the airship and especially the young ladies, as they certainly have the utmost confidence in his veracity.

Seen at Logansport.

Logansport, La., April 22.--The much talked of airship passed over Logansport this morning at 5:30 o'clock. W.F. Miller, W.E. Graham and J.C. Morse were up early doing some special work for the Chicago Lumber and coal company when they saw a large object coming from the southeast and pass at the rate of 100 miles an hour. It must have been 1500 feet high. The three men are all reliable men. They are firm believers in the ~~sixth~~ airship now.

J.W. NORMAN.

1897 April 24 (Sat) Galveston Daily News, p. 10.

MR. WREN SAW IT. / He Was Privileged to Converse With the Airship Inventor.

They were discussing the airship and much doubt was expressed relative to the existence of such a thing. Mr. P.S. Wren, deputy customs collector, was of the party, and, being in a happy mood, was told how he saw the airship:

"Last Friday night, or at least, Saturday morning, between the hours of 1 and 2 o'clock, I saw traveling through space that wonderful airship, or whatever one may term it. It was a beautiful object, illuminated as it was from end to end, the body was cigar-shaped, with two wings, and right in front of the wings was what seemed to be a bicycle guide, with a seat for the navigator, and sitting there I saw a man who would move first one and then the other handle of the guide. After sailing or flying toward me for some distance, the thing started downward and soon landed upon the gulf beach near my residence. As soon as I saw this I repaired to my telephone and told the Western Union telegraph people what I had witnessed. I then returned to the rear of my premises and soon saw four gentlemen and three ladies coming in from the beach. They entered the house and were made welcome. They were all fine looking people, healthy and ruddy, and very talkative. The inventor of the peculiar craft was also the navigator. He was a fine looking old gentleman and fond of explaining his pet invention, as he termed it. He w it was that informed me that when he started on this tour his intention was to land on Galveston island. Our conversation was quite prolonged, and when the inventor produced drawings of his aerial vessel, and commenced to explain its mechanism, I awaked and saw nothing except a lovely moonlight night."

1897 April 24 (Sat) Houston Post, p. 4.

That Air Ship. / Seen at Logansport.

Logansport, La., April 23.--The airship which has been soaring around the country for some time passed over Logansport this morning at 5:30 o'clock. W.H. [Miller], W.C. Graham and J.C. Morse were up early doing some special work for the Chicago Lumber company when they saw a large object approaching from the south at a rapid rate. It was at a height of about 1500 feet and was moving at a very fast rate. The above men are the foreman and two ~~xxxx~~ workers for the Chicago Lumber company and are reliable men.

1897 April 23 (Sun) Daily Newspaper (Gainesville, Tex.), p. 2.

The Airship.

Several parties in the city declare they saw the famous cigar-shaped airship pass over Gainesville last Friday night about 11:30 o'clock. The noise made by its approach resembled the rush of wind which usually precedes a storm. The ship hovered above the city looking like a huge monster roaring through the air. It sailed in a circle and finally dropped alongside of S. Zacharias' big dry goods store where it remained about 40 minutes, when it rose gracefully into the night and sailed due north. It is surmised the goods Mr. Zacharias is offering so wonderfully cheap at his special sale this week were freighted through New York by the airship.

May 13, 2. Rain of snakes at Sherman.

Wed. Apr. 21, 2. Local Short Stops. No Gainesville citizen has as yet seen the air ship, and Gainesville is not a prohibition town, either. 23,2. He longed to see the airship, / Like other jolly men, / Who did not seek their little beds / Until long after 10; / But not kind friend would set 'em up-- / No cooling draught on ice-- / He longed to see the airship, / But he did not have the price.

1897 April 25 (Sun) Houston Post, p. 5.

THAT AIR SHIP. / Said to Have Broken Down and at Kountze for Repairs.

Kountze, Texas, April 24.--The much talked of airship 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.

Anyone 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 aboard her. They give their names as Wilson and Jackson. They will move north after Monday.

Bartlett, Texas, April 24.--The citizens of Bartlett have been on the lookout for this wonderful ship. Last Tuesday night one of the merchants noticed traveling in a southerly direction a very large ball resembling a large ball of fire, dropping three smaller balls. This aroused all the darkies. They are now holding a protracted meeting, looking to the end of the world by fire. Last night the night operator was awakened by a tramp going north. As the operator came to the door the tramp said: "The airship stopped about one mile down the road from here."

Of course the operator was very anxious to see the ship and walked for some distance when he noticed the lights all around a large boiler and smoke in the center of the lights. Mr. J.W. Barry, a gin man, is building a large cotton gin about five miles from town. Yesterday he received over the Missouri, Kansas and Texas a large boiler, he unloaded it onto a wagon and started out. When about one mile from town darkness compelled him to stop, but he put swinging lamps all around the boiler.

1897 April 25 (Sun) Houston Post, p. 13.

(card 1)

Supplies for Airship / A Rockland Man Helped the Aerial Navigators. / Purchased Chisels and Lubricating Oil for "Smith," the Man with the Mysterious Machine.

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 whirring noise. He went to the dogs to ascertain the trouble and saw something, he says, made 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 bluestones. I suppose the saw mill hard by has the two former articles and the telegraph operator has the bluestone. Here is a ten-dollar bill, take it and get us these 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 them the ten-dollar 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 expressed it, like a shot out of a gun. Mr. Barclay is perfectly reliable.

1897 April 26 (Mon) Austin Daily Statesman, p. 3.

City News. / Airship Again.

The airship made its appearance again early yesterday morning. At least three young men who were camping up on Bull creek, at Muddale's Point, say they saw it. Messrs. Geo. Proctor, Ted Tobin and Jno. Caldwell went up to the lake Saturday afternoon for a couple of days' camp, and pitched their tents at Muddale's point. About 3 o'clock yesterday morning it began to rain, and the young men were compelled to get up and fasten their tent. It was at this time they saw the mysterious air craft. They claim it was in sight fully fifteen minutes and are positive they could not have been mistaken. At intervals of every few seconds it would throw its searchlights, and the boys say the light looked as big as four ordinary arc lights. It made its appearance from behind Mount Bonnell and traveled north. The boys broke camp last afternoon--they say because it was raining so hard, but that mysterious light probably made the rain seem wetter than usual.

1897 April 26 (Mon) Houston Post, p. 2.

THAT AIRSHIP. / Farmer Near Josseland Conversed with the Crew.

Josseland, Tex., April 24.--Considerable excitement prevails at this writing in the usually quiet village of Josseland, caused by a visit of the noted airship, which has been seen at many different points of late.

Mr. Frank Nichols, a prominent farmer living about two miles east of here, and a man of unquestioned veracity, was awakened about last near the hour of twelve 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 navigator, the truth at once flashed over him that he was one of the fortunate ones and with all the bravery of Priam at the siege 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 machine will be in general use.

Mr. Nichols lives at Josseland, Trinity County, Texas, and will convince any credulous one by showing the place where the ship rested. 1897 April 27 (Tues) Austin Daily Statesman, p. 3.

The Airship Again.

It seems impossible to hide anything from the "argus eyes" and ears of a Statesman reporter. Mr. Teagarden of Teagarden & Shumate, "The Peacemakers," (plumbers or gen'l store) has been in "telepathic" communication with the inhabitants of Mars for some time past. In fact his summer locations on the summits of various mountains in Colorado has been the means of enabling him to adopt a system of "telepathic" communication, and he intimates that "the airship" now voyaging around us is for the purpose of discovery and not war, as some suppose.

The ship is named "The Peacemaker" and is now used in the interest of his firm, Mr. Shumate having boarded the ship near Decatur, Ill., last Tuesday night. Mr. Shumate will visit the main manufacturing centers of goods kept by his firm and perfect such arrangements as may be necessary for their interests. On his return early in May, Mr. Teagarden designs taking a trip over the eastern continent as a guest of the representatives of the fiery planet.

No alarm need be felt by the inhabitants of earth as the appearance of the ship only betokens peace. In fact, ~~xxxxxxxx~~ wars are a thing of the past in Mars, and the art is lost with them.

Meteors over NYC Dec. 4, 1896--NY Acad of Scis discusses them May 9, 1897 April 28 (Wed) Dallas Morning News, p. 6.

Thought It Was an Airship. / People at Van Alstyne Mistook a Central Special for the Aerial Tourist.

Denison, Tex., April 26.--The people of Van Alstyne thought they had captured a real airship last night when the Central special bearing General Hubbard and party passed through there about 9:30 o'clock. They had been reading about the airships touring the country, and the big electric headlight on the engine was something new to them. The train was coming down grade at a rate of speed that would have made even an airship envious. Some one saw the headlight, and as there was no train due at that hour, he at once announced the airship was about to alight at Van Alstyne. The news spread like wildfire, and when the train stopped at the station the platform was thronged with people to see the sight.

Superintendent L. A. Daffan, who was in the party, went out and talked to those assembled at the station, and tells the story of how they mistook the train for an airship with a great deal of gusto.

AIRSHIP INVENTOR WILSON / WAS OF A MECHANICAL TURN OF MIND AND FORMERLY LIVED AT FORT WORTH. / REMEMBERED BY HIS FRIEND AKRES / Who Says He Promised Some Day to Startle the World With His Aerial Invention. / Eagle Pass, Tex., April 27.--Noting that on the airship said to have been seen by Sheriff Baylor in Uvalde, was a man who gave his name as Wilson, who claimed to have known me in Fort Worth, I can say that while living in Fort Worth in '76 and '77 I was well acquainted with a man by the name of Wilson from New York state and was on very friendly terms with him. He was of a mechanical turn of mind and was then working on aerial navigation and something that would astonish the world. He was a finely educated man, then about 24 years of age, and seemed to have money with which to prosecute his investigations, devoting his whole time to them. From conversations we had while in Fort Worth I think that Mr. Wilson, having succeeded in constructing a practical airship, would probably hunt me up to show me that he was not so wild in his claims as I then supposed.

I will say further that I have known Sheriff Baylor many years and and know that any statements he may make can be relied on as exactly correct.

RE C. C. AKRES.

During a month past the daily papers all over the country have printed columns in reference to the airship and the supposed solution of the aerial navigation problem. News correspondents in different portions of Texas have contributed their quota to this class of interesting reading, much of it unquestionably pure fiction, and numerous accounts showing no trace of fiction between the lines. It is needless to say that a great deal of the airship matter offered The News was not published.

Last Friday the News published an airship story from its correspondent in Uvalde in which it was stated that one of the crew of the ship gave his name as Wilson and inquired after a former acquaintance, Captain C. C. Akres, former sheriff of Zavalla county, now connected with the customs service at Eagle Pass. The News immediately addressed Captain Akres, inclosing the Uvalde account of the airship and requested him to let the public know through The News what he knew about Mr. Wilson. The above dispatch is his answer. The Uvalde item which called it out is as follows:

Uvalde, Tex., April 22.--That Uvalde has been visited by the famous airship that has created so much excitement in Texas the past week or more, there is no room to doubt. The airship was sighted by Sheriff H.W. Baylor about 10 o'clock Tuesday evening. Mr. Baylor's attention was first attracted by a bright light and the sound of strange voices in the alley back of his residence. He went out to investigate and was surprised to find there the airship and crew of three men. They stated they were on a trial trip and did not wish their presence known to the people of the town. One of the men, who gave his name as Wilson, and place of residence as Coshen, N.Y., inquired for Captain C.C. Akres, former sheriff of Zavalla county, who he understood lived in this section. He said he had met Captain Akres at Fort Worth in 1877 and liked him very much, and would be much pleased to meet him again. When told that Captain Akres was at Eagle Pass in the customs service, but often visited this place, he asked to be remembered to the captain on the occasion of his next visit.

After procuring water at the hydrant in Mr. Baylor's yard, the men boarded the ship, its great wings and fins were set in motion and it sped away northward in the direction of San Antonio.

Mr. Baylor is thoroughly reliable and his statement is undoubtedly true. His description of the ship does not differ materially from that given by Mr. J.R. Ligon of Beaumont and the gentleman who saw it at Greenville.

County Clerk Henry J. Bowles also claims to have seen the airship as it passed up Getty street north of the Baylor residence.

1897 April 28 (Wed) Houston Post, p. 5.

Anchor of the Airship. / Said to Be on Exhibition at Merkel, Attracting Much Attention.

Merkel, Tex., April 24.--Some parties returning from church last night noticed a heavy object dragging along with a large rope attached. They followed it until in crossing the railroad it caught on a rail. On looking up they saw what they supposed was the airship. It was not near enough to get an idea of the dimensions. A light could be seen protruding from several windows, one bright light in front like the headlight of a locomotive. After some ten minutes a man was seen descending the rope; he came near enough to be plainly seen; he wore a blue sailor suit, was small in size. He stopped when he discovered parties at the anchor and cut the rope below him and sailed off in a northeasterly direction.

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

1897 April 29 (Th) Austin Daily Statesman, p. 3.

THE AIRSHIP SEEN HERE / It Passed Over the City Early Yesterday Morning in a Rain. / MOVED SLOWLY, PLAINLY VISIBLE / Seen by More Than One Person. Work of Hiram Wilson, Son of the Master Mechanic of the N.Y. Central.

The airship, carrying a large headlight, passed over the city yesterday morning, apparently about 300 or 400 feet above the earth. It moved slowly at first, traveling in a northwesterly direction, but its speed seemed to be greatly increased when it reached a point probably over Shoal creek.

A gentleman out north of the capitol saw it, and a colored man living on Robertson Hill had a sight of the aerial visitor.

A fine view of it was had by Mr. Otto P. Porsch, an intelligent and

wholly reliable gentleman living at the corner of Colorado and Second streets and doing a grain and feed business at 402 East Sixth street. He is well known and has a large circle of friends.

A Statesman reporter saw Mr. Porsch at his place of business yesterday, and he told the following story:

"I was aroused from my sleep by my dogs barking and growling, and I went to a window and looked out. It was very cloudy and dark, and I saw the glare of a big light on the clouds. I thought a large fire was in progress and hastily put on my clothes and went out into the yard to see where it was. As I opened the door to go out, my young dog greatly scared at something, pushed by me and went into the house. My old dog stayed in the yard, and I noticed he was barking at something overhead, and I looked up and saw a great light slowly moving over the Salge hotel. It was coming from the southeast and moved in a northwesterly direction. It appeared to me to be about 300 or 400 feet above the hotel, and it traveled very slow, the light being so blinding that I could not see the shape of the vehicle or whatever was carrying it. I watched it carefully, and after it had gone some distance and had passed me I could see the shape of the rear end of the vessel, and it appeared to be in this shape," and Mr. Porsch arranged his hands in a V-shape, somewhat like the tail of a fish. "It was still moving very slowly, but as I watched I saw a movement on each side of it like a bird flapping its wings, and its speed was at once greatly increased, and I watched it until it disappeared, which was not long after it began to increase its speed. It was drizzling a little and and it rained pretty hard after the light disappeared."

Asked if he saw any colored lights he said:

"No, I did not. It was just a very large, ordinary light and very blinding until it passed me."

Mr. Porsch said that a gentleman living out north of the capitol told him yesterday forenoon that he had seen the ship at the same time Mr. Porsch did.

Mr. Porsch said: "After it had disappeared I went back into the house and looked at the clock, and it was exactly fifteen minutes after 4."

A colored man named Gray saw the ship as it passed over yesterday morning.

The Galveston News of yesterday contained a story that the vessel landed in Uvalde a few days ago near the residence of Sheriff H.W. Baylor. Two men were aboard, with whom Mr. Baylor talked, one of them giving his name as Wilson, and he said he had lived in Fort Worth, and the News of yesterday confirmed his story and shows he did live in the Panther city, where he worked on an airship.

History of the Ship.

So many contradictory reports as to this airship have been published that the public has almost come to believe it a hoax. In many instances particularly bright clusters of stars have been mistaken by feverish imaginations for the ship, and in others romancing space writers have spun fabulous yarns in relation to this mysterious vessel. Little in reality is known of the exact nature of this airship, except that it is the product of two American inventors.

The ship was completed probably on November 27 of last year, and was seen for the first time on the evening of that day as it rose from one of the numerous rock ridges or islands off the California coast. For several days it hovered over San Francisco, creating a profound sensation. The columns of the San Francisco press were filled with the news of the aerial mystery. The correspondents of the San Francisco journals all over California were instructed to keep watch of the movements of the mystery, ~~the~~ in hopes that a man might be on the spot should the navigators make a descent to the earth. The Examiner finally succeeded in ferreting out the island where the ship had been put together, and from whence it had started on its aerial voyage. By degrees a general idea of the structure of the ship was secured.

The inventors were Hiram Wilson, a native of New York and a son of Willard H. Wilson, assistant master mechanic of the New York Central Railroad, and a young electrical engineer, C.J. Walsh of San Francisco. The men had labored on their project several year, and when their plans were matured they had the parts of the ship constructed to order in different parts of the country, whence they were shipped to the rendezvous at San Francisco and put together on the island.

1897 April 29 (Th) Daily Herald (Brownsville, Tex), p. 2.

AERIAL NAVIGATION.

San Antonio is the latest station passed by the airship, and the Express vouches for it as a bona fide craft. That there really is such an invention now seems really beyond doubt. Numerous reputable citizens have caught sight of it, passing through the air over various parts of the state, giving unimpeachable testimony proving the fact. The great feat of navigating the air seems beyond doubt to have been accomplished. That which has been the dream of men for many generations, which was attempted by the ancients many centuries ago, has been done through the tireless efforts of the genius of the present day. It is a fitting crown for the innumerable great and wonderful inventions which have marked the progress of this nineteenth century, now so fast drawing to a close. It is also a fitting triumph for our proud republic that this last great turn of the wheel of progress has been made by American genius.

A flying machine that will fly is no longer an impossibility--it seems beyond all doubt an established fact. What has so long been considered the futile effort of a class of cranks will most probably soon be disclosed to the wondering world as an ingenious contrivance made by intelligent effort, which will rank its producer with Fulton, who so astonished the world with the steamboat, with Morse who electrified the world with the telegraph, with Edison, Feala, and countless

others who have given to man such provisions of their genius and
power. The revolution in present methods of travel and
communication between distant lands which the accomplishment of aerial
navigation will produce is too vast, and involves too varied possibil-
ities to be grasped in a moment. Its contemplation affords infinite
matter for dreams and speculation as to what man may do, how space and
time may be annihilated--when the air may be made to transport one
whither one lists.

What next will the divine gift of genius contribute towards the
onward progress of the world?

1897 April 29 (Th) Galveston Daily News, p. 10.

(card 1)

AIRSHIPS MAY BE UNCLE SAM'S. / He Has Been Experimenting With Dirigible
Balloons. / New York Press.

It may be that those people out west who have for the last six
months have been filling the papers with accounts of a mysterious air-
ship which they have seen in the sky are not monumental liars after
all. It is possible that experiments now being made by the United
States government with a view to producing a dirigible, a controllable
balloon--in other words, a genuine air ship--may be responsible for
their visions.

For several years the government has had in its employ a well known
aeronaut, who gets, it is said, a salary of \$10,000 a year, and constant
work and experiment have been going on. Every great nation has a bal-
loon department in its army organization and a balloon depot. The bal-
loon depot of the United States is at Fort Logan, near Denver, and the
whole balloon business is in charge of the signal service of the army.

A profound secrecy has been maintained as to what has been accom-
plished, even army officers themselves only getting vague inklings of
what is going on. The captive balloon problem seems to have been
pretty well solved by all nations, and in the next war among other
powers there is no doubt that the movement of each other's armies will
be watched from balloons sent in the air and held by a rope 1000 feet
long. But it is the air ship, the dirigible balloon, that the nations
are after, the United States among them. It will be remembered that
Frederick Allen Gower, Nordica's first husband, thought he had solved
the problem of a dirigible balloon capable of being used for war pur-
poses, and lost his life in attempting to cross the British channel in
an air ship of his own invention.

About a year ago it was announced that the Italian government had
been successful in its air ship experiments, and had constructed diri-
gible balloons, which, in case of war, would be let loose over the
devoted heads of hostile armies. These air ships were said to be arran-
ged so as to drop dynamite in the camps and forts of an enemy or on his
soldiers marching in the field. Captain Phillip Reade not long ago in
an article in one of the service magazines stated that the United
States had made extensive experiments with dirigible balloons, and that
the results had been most encouraging, but would not be made public
except in case of war. There have been rumors of late of an air ship
in process of construction at Fort Sheridan, near Chicago, but they
were rumors of the baguest kind, and Fort Logan would be the natural
place for the construction of such a dirigible balloon.

There is hardly room for doubt that the United States has in its
possession an air ship which is regarded by the officers of the signal
service corps as fairly successful. For all that is known definitely
on the subject by outsiders it may have several. It is possible that
it is one of Uncle Sam's dirigible balloons which has been so exciting
the western folk. The most tangible thing which has come from the
west about the mysterious air ship so many declare they have seen, or
else the greatest "fake," is a photograph taken by one Walter McCann
last Sunday from a suburb of Chicago, which shows an air ship in the
sky. Experts who examined the two negatives taken by McCann were un-
able to detect any tampering with them, and believed the photograph
to be genuine. Also several people were ready to swear that they saw
the air ship in the sky at the time McCann took the picture, and saw
McCann operate his camera. At any rate, there is one interesting
thing about his picture: the air ship shown in the photograph is not
so unlike the German war balloon in shape. At the last maneuvers of
the German army a balloon was used, which was pronounced the most
successful of its kind. It was cigar-shaped, with a rudder aft and
a projection below the after part of the body of the machine like
the keel of a vessel. The air ship which McCann says he photographed
was very like it.

The German balloon, however, was not of the dirigible variety,
but was held captive by a long rope. In these days of submarine tor-
pedo boats and aerial dynamite throwers war is assuming a new and
interesting phase. Is this western air ship a reality and the fore-
runner of Tennyson's vision in Locksley Hall:

"Heard the heavens filled with shouting and there rained a ghastly
dew

From the nations' airy navies, grappling in the central blue.
Far along the world-wide shipper of the south wind rushing warm,
With the standards of the nations plunging through the thunderstorm."
1897 April 29 (Th.) Houston Post, p. 10.

Rosanky, Texas, April 26.--About 11:20 last night the airship was
seen passing Rosanky, Texas, about two hundred feet in the air. It
made a noise something like a swarm of bees; the lights were bright;
three lights were seen and it looked to be about twenty feet long.
It created quite an excitement and people do not understand the
strange visitor.
1897 April 30 (Fr.) Houston Post, p. 7 (card 1)

The Airship. / Panola County Farmer Talked with the Navigators. / To
the Editor of the Post.

Seeing so much about the airship in the papers put me on the look
out, and much to my gratification my vigilance was rewarded, not only
in seeing the airship, but also had the pleasure of meeting a party of
aerial travelers.

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 reg-
ular 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 oc-
casionally 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, having by this time 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 whom entertained me, while the other
two took rubber bags and went for a supply of water at the well, 100
yards off. They informed me that this was one of five ships that had
been traversing the country over recently; I and that this individual
ship was the same one recently landed near Beaumont, in this State,
after having traveled pretty nearly over all 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 ship's manufacture and since they had not yet secured everything
by patent, but stated that they would soon be secure in this, and ex-
pected 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 travel-
ing in the heavens. They 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.

The ship was seen by a number of people in this section and some
very amusing scenes took place.

A good many of the semi-superstitious thought it had close connec-
tion with Judgment Day. It passed near a camp meeting being held by
the sanctified people, some of whom went into paroxysms of alarm,
while others hailed it as a special messenger sent in a divine and
providential way to throw light into the minds of their benighted
neighbors who are yet wandering in the darkness of religious theories
taught by the old school churches. The ship left my farm at 8:30 p.m.,
bound for St. Louis, so the party told me. / H.C. Lagrone / Deadwood,
Panola County, Texas.

Conroe, Texas, April 29.--B. F. Hord, night operator, a most re-
spectable gentleman, reports seeing the much talked of airship last
night, which was at a great height and traveling southwesterly.

Eagle Pass, Texas, April 28.--A great deal is being said and
written from this part of the country about the airship. Of course it
is all a myth, yet there are some who accept the reports as true, add
they find plenty of people ready and willing to invent new stories
about xxx the airship whenever their interest begins to wane. The
report that the Mexican customs officials took the matter seriously
and put out special guards is also a canard.

Bay City, Texas, April 28.--The airship passed over Matagorda at
12 o'clock midnight, Sunday 25th instant. A little boy saw it, ran in
the house and told his parents to come and see the big bird flying;
they stepped out of the house and saw it: 'twas going in a westerly
direction. Several other reliable persons saw the ship.
1897 May 1 (Sun morn) Houston Post, p. 4. (card 1)

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 actual-
ly 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 re-
vived 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 xxx 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. Fortun-
ately, 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. Three 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].

1897 May 4 (Wed.) Houston Post, p. 10.

THAT AIRSHIP. / Beeville's Ship Caused Quite a Commotion and Was Not a Myth.

Beeville, Tex., May 3.--To many people the air ship was seen in Beeville last night, and the manner in which it was seen no doubt explains why so many people have been deceived at various places in Texas in the last few weeks. A large box (?) with holes in each side pasted over with thin red tissue paper and masts made of thin domestic wire was placed on the top of an electric light post, which, when lighted from the lamp that had been put inside, gave it every appearance of a ship in the air far away. Objects between the spectators and the apparent ship acted as people aboard and many of the curious people who were watching it could hardly be convinced kxk it was a fake, some even leaving on horseback in the direction they presumed it to be descending. The joke was a very practical one and caused quite a commotion in the central part of town, where people gathered to watch it.

1897 May 7 (Fri) Austin Daily Statesman, p. 8.

SAW THE AIRSHIP. / Representative Hill of Travis Says He Has Seen the Ship.

Representative Hill of Travis, who has been looking slightly leery for some time past, was busy talking about airships yesterday, and during the course of his conversation said that he and several members had seen the airship that was knocking about the city. Mr. Hill said: "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 immense 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 make 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 on the sound of Gabriel's trumpet would cause the 25th legislature to pass the platform demands and adjourn.

1897 May 10 (Mon) Austin Daily Statesman, p. 2.

Airship Seen at Llano. / Rumor that It Is a Spanish War Scout Seemingly Confirmed.

Llano, Texas, May 9.--(Special.)--The much-talked of airship was seen at this place last night about 10 o'clock by several persons who are perfectly reliable in every way. When first seen it was just over the city and moved slowly in a northwesterly direction. When almost directly over the Algona hotel it was seen to pause for a short time as if inspecting the buildings which are to be used for a military school, then continued to sail serenely in a northwesterly direction. The ship was visible for about ten minutes, and was seen by ten or twelve persons.

27.1 arsp carrying supplies to Cuba (Philadelphia, Apr. 26.)

1897 May 13 (Th) Daily Times-Herald (Dallas), p. 6.

THAT AIR SHIP. / Some Kind of Object Passed Over the City. / Fort Worth, May ix 12.

Captain Scobie said last night that about 8 o'clock Mrs. Scobie called him to see something strange passing over the city and on going into the yard he could observe something that might have been an airship or balloon.

It was high up, being above the small clouds flitting through the sky at that time. It was a dark object with a wonderfully bright light on top of it and it was going rapidly in a southeasterly direction.

The captain said it had no appearance of being a meteor or star, but moved as a balloon would. What it was he could not undertake to say, but that he saw it there is no doubt.

Many others report having seen the sky flyer at the same time.

1897 May 15 (Sat) Daily Herald (Brownsville, Tex), p. 3.

Air Ship in Brownsville. / (Communicated.)

The accounts going the rounds of the papers regarding the air ship which is said to have appeared in various sections of the State, were regarded by us as being of the "Munchhausen" order and therefore did not give them credence, but we can now credit the statement of several reliable gentlemen, that the wonder is in our midst. Last night during the electric storm, a party was watching the pyrotechnical display when they were somewhat alarmed by hearing strange noises resembling the popping of corks, together with a sizzling sound. Immediately thereafter a blinding flash revealed to their astonished gaze an immense vessel which was heading directly for them, and a moment later it landed in Mke Leake's yard adjoining the saloon. There were three occupants, who conversed freely with the gentlemen, who were taking astronomical notes on little pieces of cardboard. The strangers stated they were direct from Washington and that the object of their visit was to investigate the many charges made against applicants for the position of collector of the port, and to return as expeditiously as possible in order not to clog the wheels of the government, as it cannot be run properly while the Brownsville matters are pending.

1897 May 16 (Sun) Dallas Morning News, p. 18

(card 1)

WAS ABOARD AN AIRSHIP / THE FIRST DESCRIPTION OF THE MODERN INVENTION TO BE FURNISHED (?) / A SAN FRANCISCO-NEW YORK LONE / Travel to Be Revolutionized Within Two Years--Speed of 1000 Miles in Eight Hours. / Richmond, Fort Bend Co., Tex., May 7.--To The News: The tragic death by the flood near Grenada, Miss., last Tuesday of the writer of the following letter has induces its recipient to allow The News to publish it. The gentleman to whom it was written is Dr. D. H. Tucker, physician at the state farm in this county, and is a man of unimpeachable character and unquestioned veracity, and he pronounces the author of the letter a man of like reputation. He and the doctor were colleagues and he was a young man of scientific turn of mind and had devoted considerable time to the study of physics and similar branches, and had at one time been engaged as draughtsman on the Panama canal. Here is the letter:

Lake Charles, La., April 20, 1897.--Dr. D.H. Tucker, Harlan, Tex.--My Dear Friend: Since receiving your last letter, which reached me at Mobile, I have had a most wonderful experience. This is a day and generation of wonders. It is said that there is nothing new under the sun. I doubt this statement and am ready to affirm that Noah's ark was an object of small interest to his ante-deluvian conferees compared to the wonderful ship I have just had the pleasure of seeing. I have known that for years the scientific world has been on the qui vive for the perfection of the airship; that experiments were in progress, but that nothing satisfactory could be obtained of the practical working of any of the machines, even from the ever alert and truthful Scientific American. But the thing is a fact! I assure you of this, for I have seen the airship, have spoken to the people on board, have been on board of her, and was enabled to make a sketch of her, which I send you. Of course many of the details are necessarily lacking in it and I have had to depend more or less as to measurements to my memory, but rough as it is, it is comparatively accurate. But to begin at the

beginning. Yesterday 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 met 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 the 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 combine 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 smiled 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 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 5 feet in length by 4 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 can 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 berths are narrow but comfortably 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 obviate 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 a 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 of 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.

One week after writing the above the author was drowned while attempting to save some livestock near Genada, Miss., and Dr. Tucker has given me permission to use the letter for The News. With a few trifling corrections in the language it is given as it was written.

GEO. DUNLOP.

NEW MEXICO

1897 April 24 (Sat. Evng.) Las Vegas, N.M., Daily Optic, p. 8.

Town Topics.

The night operator at Cerrillos telegraphed to Las Vegas, last night, that the wonderful airship was sighted above that place, last night, and that more than thirty reliable people declare they saw it, plainly.

28, p. 3. The great air ship was noticed by several Eddyites while returning from Phenix, one night. The ship was loaded with fat steers, and sailed so low the brands were easily distinguishable.

Denver Evening Post, 28, p. 6 (N.M.) The night operator at Cerrillos excitedly wired to Vegas that he had seen an airship. If the officials of the road hear of it that young man may find that he has mislaid his job.

27, p. 6. (New Mexico) And now our New Mexico neighbors--the few of them who fail to go home when the curfew bell jangles out the warning are seeing airships and hearing voices in unknown tongues up in the cloudless semi-tropic skies.

1897 April 30 (Fri) Albuquerque Morning Democrat, p. 3.

THE AIR SHIP. / Seen in Albuquerque Last Night by Two Reliable Gentlemen. /

The following startling account is given by two prominent business men of our city, who are loth for their names to appear, as they are afraid of being accused of having snakes. Their statement is as follows:

"Last night as we were walking north on First street we noticed a bright light in the heavens in an easterly direction. Mr. G-- made the remark that it might be the airship. We both laughed, but nevertheless kept our eyes in its direction. It seemed to be growing larger and moving downward. After watching it five minutes more we were convinced that it was the airship, and that if it did not change its course it would alight some where near the mountain road. We ran to meet it like two school children after the pot of gold at the end of the rainbow. On reaching first street we could see the outlines of the ship and hear a buzzing sound like that made by an electric fan. In a few minutes it reached the ground just the other side of the mountain road. We did not know whether to run for the ship or for home, but curiosity got the best of our fear and off we went for the former. When within 50 feet of the mechanical wonder, we were confronted with two men dressed in furs of seal, each one over seven feet in height, while in their right hands were ivory clubs. They asked in broken English the name of the city and said that for several nights they had noticed a very bright light on the earth's surface and were desirous of knowing what it was. On being informed that it was the Metropolitan White Front restaurant on First street, owned by Messrs Arrighi & Gray they immediately ordered a basket full of ice cream and pigs feet and went on their way. As they were flying over the hill a little bird heard them say: "The White Front is out of sight."

COLORADO

1897 April 15 (Th) Rocky Mountain Daily News (Denver), p. 10.

Ivy Baldwin Incredible. / He Takes No Stock in the Reported Airship Through the Country.

Sergeant Ivy Baldwin of the United States signal corps is of the opinion that people are mistaken who claim to have seen recently a balloon in the air which was capable of being guided at the will of a steersman.

"People are often mistaken in their impressions," said he yesterday. "Once several hundred observers saw me fall into the harbor at San Francisco. The newspapers the next morning were filled with stories of witnesses who claimed they had seen me plunge from the balloon when it was at a height of several hundred feet. They agreed that it was the greatest dive on record, but I happened to know better. I never left the balloon until it swept within ten feet of the water and the drop was simply nothing at all. I know from the experience that a great crowd of onlookers may be deceived as to what takes place before their eyes. On this hypothesis I believe that nobody has as yet seen an air ship with a successful steering apparatus." April 15, p. 4

The airship diverted itself the other evening by distancing a fast mail train and showing itself over some score of widely separated towns in Iowa, Illinois and Wisconsin. Last night hard cider either began to affect the Wisconsin imagination to such an extent that letters attached to iron rods began to fall from the clouds all over the state. [?] There was a time when [?] peculiarly robust fabricator was held to be in the Rockies, but we must tearfully confess the decadence of this brand of Western industry.

Mar. 28--atrap over Topeka, KC
30--Omaha

Apr. 2--KC, & Everest

14--Milwaukee; also Clinton letter to expositor.
1897 April 16 (Fr.) Denver Evening Post, p. 7.

Just Another Airship Fake.

Elwood Tammany is a mischievous lad employed by the Dun Mercantile Agency who has been reading of airships and their mysterious flight over the country. Yesterday morning while on his run distributing the

credit sheets of the agency, he reached the 9th floor of the Equitable building and in a spirit of fun constructed a small parachute, tying on it a note written with a lead pencil reading as follows:

"This is dropped out in the hope that someone will find the note. We are in an airship, but are lost." He then dropped it out of the building, where it fluttered to the sidewalk. A gullible reporter of the Rocky Mountain News discovered it and in the true journalistic spirit made out of the innocent contrivance a sensation headed "Runaway Airship--Paper Parachute Brings Word from a Mysterious Aerial Visitor." But the joke of the story is the following paragraph in the News:

"A small boy, who was first to see the fluttering parachute, announced that he saw something away up in the air a few minutes before. He thought it was a bird, but it was large and there was a stream of smoke behind it."

1897 April 16 (Fri) Rocky Mountain Daily News (Denver), p. 3.

Runaway Airship. / Paper Parachute Brings Word From a Mysterious Aerial Visitor.

Yesterday afternoon people on 17th street were startled by the discovery of a tiny paper parachute floating down from the heavens. It was made of tissue paper and thread and attached to it was a folded piece of paper. It reached the street near the Equitable building and was captured by some of the passerby. The folded paper attached was discovered to be a note, written with a lead pencil in a straggling hand, and read as follows:

"This is dropped out in the hope that some one will find the note. We are in an air ship, but are lost."

In their extreme agitation, the writers evidently forgot to sign their names. Upon deciphering the note, many people began to search the heavens with their eyes for the runaway air ship. A small boy, who was first to see the fluttering parachute, announced that he saw something away up in the air a few minutes before. He thought it was a bird, but it was large and there was a stream of smoke behind it.

Word was sent to Captain Glassford of the signal service, and if he can discover anything that looks like a runaway air ship floating around anywhere in the vicinity, he will dispatch Sergeant Baldwin in with the big balloon from the fort in chase and if possible rescue the travelers who are lost.

The fact that a lost air ship was roving over the city caused something of a sensation, and the parachute that was brought the news, together with the note it contained, was brought to The News office.

[picture of parachute and note]

Apr. 18 p. 4--That Airship.

Scientists scoff at the airship stories as incredulous in the extreme but Eastern newspapers say that Attorney Max L. Kasmar, secretary of the Chicago Aeronautical Society, now comes forth with his official sanction, and insists the airship is no dream.

"We received word from St. Louis, Mo., that a

1897 April 20 (Tues) Rocky Mountain Daily News (Denver), p. 1.

Mysterious Airship. / Cripple Creek Citizens view a Very Strange Rover Over the Gold Camp. / Special to The News.

CRIPPLE CREEK, Colo., April 19.--The mysterious airship which has been floating over Kansas and Nebraska and other states for the past few weeks was seen by hundreds of Cripple Creek citizens yesterday afternoon. Of the hundreds of people who saw the strange object very few believed that it was the lost airship, but these few are firm in the belief that the mysterious rover was the genuine article. A majority of those who got their eyes focused on the little object say that it was nothing more than a sheet of paper which was floating in an upper current.

Attention was first attracted to it by a man who was scanning the stars at the corner of Third and Bennett avenue. He called attention of the bystanders to his discovery and in less than ten minutes 500 people along Bennett avenue were watching the object which was slowly floating above Mineral Hill from east to west fully one-half a mile above the surface. It revolved slowly and at regular intervals the sun's rays were reflected from it.

The airship believers stoutly assert that the reflection came from the bright aluminum of which the airship is believed to be constructed. Those who doubt the genuineness of the airship theory call attention to the size and shape of the rover which appeared to be as broad as it was long and entirely different from the descriptions given by believers in the lower altitudes who have had the good fortune to view it.

Last Sunday the Cripple Creek Citizen contained a half column account of a badly battered sardine can picked up by J. H. Graham containing the following communication written upon a piece of wrapping paper:

In Mid Air, April 17, 1897.--To whoever find this note: There are three of us lost in an airship. Our names are C. J. Pillsbury of 130 Washington street, Boston; Pierre Humbert, city engineer of Boston; and C. D. DeNovina of 72 Rue Traffaut, 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 find this note will immediately wire our friends at the addresses given.

Very few readers of the paper believed the story.

1897 April 21 (Wed) Rocky Mountain News (Denver), p. 1.

Humbert Deceals. - He Is Safe In Boston and Not Lost In An Airship. / Special to The News. /
 BOSTON, Mass., April 21.—Pierre Humbert, who was seen by a report or more today, denies the story of the letter dropped from the airship at Cripple Creek, naming him as one of the passengers. He says: "I know the country concerned very well, and am known there. James Graham, in Cripple Creek, is a mining man. No one has ever told me that I look like a person likely to be journeying in an airship. I have never intended to go up in a conveyance of the kind until it becomes a regular means of transportation. During the whole flight of phenomenon Mr. Pillsbury and myself have not descended upon a switch on the Missouri Pacific in eastern Kansas, named Weeks, which is about 17 miles north of Emporia, nor have we been sailing over the sun kissed peak of Mt. Pisgah, or any other peak. We have been constantly on earth in Boston, in the neighborhoods of our offices and dwellings." Mr. Humbert's opinion is that some light-headed individual has perpetrated a joke on one James Graham of Cripple Creek, Colo., and that the joker must have been hard up for freight when he went more than half-way across the continent and Paris for passengers for the airship. Possibly the joke originated in Boston.

1897 April 21 (Wed) Rocky Mountain News (Denver), p. A. (card 1)

Like an Airship. / Aerial Apparition that Stimulated Speculation Among Citizens of West Denver.

What may have been the vagrant airship was seen over West Denver yesterday morning. Not one of those who saw the flying object will risk the statement that it was an airship, but will forever assert that they saw something flying through the air. The object was tumbling over and over, to all appearances, like an aerial body without a rudder or a balloon that had lost its basket.

The object was plainly seen by Mrs. Mead of 1365 South 8th street and by Mrs. Berner. Both were scanning the sky, which was cloudy. The subject of airships was under discussion when Mrs. Mead uttered an exclamation, and cried out to her companion that there was something in the air that might be the celestial wanderer. The hour was about 11, and the sun being to the east, shone against the side of the object, which was to the west of where the gazers stood and was going rapidly northward. That it was rolling over was apparent from the succession of first a white side and then a flash, as if made by the sun shining on a metal body. Both women were very skeptical regarding unhooused ships being lost in the upper air, but there was something that was not an optical illusion or a delusion of any sort, for both saw it very plainly. To make sure they closed their eyes and then looked again. There was the object, and just then came the flash as of the sun striking against a metal body. Afraid to take into their confidence anybody about, for neither woman cared to be laughed at, they watched it fly along between them and the clouds. The possibility of the object being a newspaper, turning and flapping in the wind, was canvassed, but both ladies agreed that it was not likely, for the action was not that of a paper, as near as they could judge, and was much higher in the air than any such object could be carried. Whatever the object was it was hustling along pretty rapidly, and would soon be lost among the clouds. Then it occurred to Mrs. Mead that she had a pair of opera glasses in the house, and she rushed in after them, leaving Mrs. Berner to watch the vanquishing sailor of the skies. The latter lost the object in the clouds before Mrs. Mead returned with the glasses. All search of the sky with naked eye and with the glasses failed to rediscover the lost ship. It had gone from human ken as mysteriously as it had appeared.

When seen yesterday in regard to the flying object Mrs. Mead was very reserved in her statements. She did not want to be quoted as saying it was a ship of the air, made by human hands, for she feared the criticism that would follow such a statement. But she vouched for the fact that she saw something in the air that might have been an airship, and might have been something else.

"We watched it very carefully," she said, "so that we would be sure of what we had seen, and in case anything would become more distinct and give a good clue to what the strange thing was. But it faded from sight, giving no sign other than those we made out at first. In fact, it was the flash as on something like metal that attracted my attention. It was a second or two before I saw it again and then the flash, as off a piece of metal or a looking glass, threw the light in my eye again and I saw the white part. That is all we saw and all we could make out. If I had got my glass at once maybe we might have seen more."

Suppose it was an airship and suppose the flashes it gave out were heliograph signals of distress. If it was an airship this latter supposition is not at all a violent one, for a man who knows enough to construct a vessel that will sail the air should certainly understand all the methods of conveying intelligence. Had Mrs. Mead understood the signals it is possible definite information might now be on hand of the lost ship which has been described as sailing over the country, lost and forlorn, unable to run against a mountain and thus get found or to lose its buoyant properties and come to earth in a proper manner.

1897 April 22 (Th) Colorado Springs Gazette, p. 5. (card 1)

AIR SHIP VISITS HERE. / The Adventurous Crew of Three Men Will Likely Meet the Frightful Fate of Death From Thirst.

In their search for Italian climate the now celebrated and mysterious balloonists who have been heralded from all parts of the country came within two miles of Colorado Springs last night at 8:30 o'clock. Unfortunately for them, they were at a vertical distance and unable to descend. They left their word, however, in the shape of a farewell and an appeal to notify their friends of their pitiable plight. Their

position and condition they described in a penciled note, the contents of which are literally and illiterally as follows:

"April 21, 1897.
"No one ever finds this note: We are in air about two miles above the earth. Our valve is jammed so that we cannot let the gas escape.

"We have no food except crackers and bottled olives.
"Our names are: C.J. Pillsbury, 108 Washington street, Boston; Pierre Humbert, city eng. of Boston; and C. De Novina, 72 Rue Truffant, Paris.

"Please let our friends know where we are.
"We cannot possibly live 48 hours longer, as we have no water." Their beer had evidently run out, too, for the startling message was enclosed in a sealed beer bottle, which, when picked up, was broken about the middle. The label bore the legend, "DOCK BEER."

This hair-raising, blood-kiss boiling story was obtained from F.A. Bissell of the South Side drug store. He was quietly sitting in the rear near the laboratory when the crash came. It was like a small cannon shot, and was not only heard by him, but three other intelligent witnesses. Eddie Hobbs of 117 Costella street, Charles Raffield, 323 South Tejon, and Charles Draper, 322 South Nevada, all earnestly testify to having heard the explosion as the glass came in contact with mother earth outside on the flagstones of the pavement of the pharmacy. The last three mentioned are young fellows of about 15 or 16 years of age, and when seen immediately thereafter were perfectly sober and sound in mind. One of the boys swore he saw a strange light in the heavens of the southwest. This evidence was backed up by that of an officer on the local force. He and a couple of citizens were standing opposite the Elk hotel about 9 o'clock, when they were greatly puzzled by the appearance of a peculiar illuminated object in the sky over in the direction of Ivywild. They watched it as it rapidly moved through the air, and finally disappeared in the northwest. At the first sight they thought it was a shooting star, but in a few seconds it showed no signs other than a regular movement estimated at 30 or 40 miles an hour.

The drugist's discovery of the unhappy tidings of the heavenly explorers has not paid 25 cents per line for this insertion, and neither he and his youthful neighbors nor the policeman in question were irrational when interviewed last evening.

The miraculous part of the extraordinary proposition is that the bottle was not completely crushed into dust as it struck terra firma. If it be a hoax it is hard to reconcile the coincidence of the singular phenomenon in the sky with the letter from the clouds.

The Cripple Creek air-ship message contained the same names that were signed in the note received yesterday.

The plot is thickening. It will soon curdle unless the mystery is solved, the perpetrators of the joke caught and exposed or the brand of whiskey changed by those who are almost daily asserting they see queer things in midair.

The paper on which are inscribed the dying words of the aeronauts is a leaf torn from a small memorandum book and the chirography is in the style of an illiterate writer.

Thirst, however, often makes beasts of men, so it is possible it has, in this case made them forgetful of teachings of school-days.

Poet Kingsley's immortal words might be more or less applicable to the air sailors:

"So fleet the works of man / Back to earth again, / Ancient and holy things / Fade like a dream."

But the fleeting show has a jammed valve and cannot come back to earth.

24, p. 5 DE A'R SHIP. / (Written for The Gazette.)
 Honey chile now jes you lissen / An' dis' lessun you mus' min', /
 'Bout dem (how yeah eye balls glisten) / A'r ships sailin' 'bout sofine
 Once dere wuz some turble chillerns / Didn't min' dere mammy 'tall, "
 An' dey hooked green watah milyuns / From dere nabahs' garden wall. /
 Hooked 'em too right in de daytime / Couldn't tell de ripe from green
 When dey shoud er gone by moonlight / So dat no one would er seen. /
 An dey set er bad example / To de odder chillun roun,
 An I'll bet er pint er licker / Wusser young unns can't be foun'. /
 By en by ven dey grew older / Had'nt acted up ernuff
 So dey went an built er a'r ship / Loaded it wid stolen stuff. /
 Went a sailin froo de hebins / Up above de worl' so high
 Looken like a bird in daytime / Night time lighten up de sky. /
 But at las' dey sailed on too fas' / An kerlided wid a star
 Jammed dere valve agains' de fif' pint / Wrecked complete in middle
 a'r./
 Dere dey wuz up in de hebins / Didn't hab a thing to drink
 An' widout a drop o' watah / How s you spoe dat reck'll sink! /
 Chile you min' what I'm a teillin' / And wid a'r ships nebbah fool
 Dey is wus dun gos' and roblins / Wussah dan a kickin' mevl.

24, p. 5: A Message from the Airship.
Occupants say they feel pretty "soar"; sorry they didn't take the Midland west.

1897 April 22 (Th) Rocky Mountain News (Denver), p. 3.

Again the Air-Ship. / This Time Colorado Springs Is the Victim of a Hoax. / Special to The News.

COLORADO SPRINGS, Colo., April 21.—The airship has at last made its appearance at Colorado Springs. To-night at 8:30 o'clock while F.A. Bissell, proprietor of the South Side drug store on South Tejon street, was putting up a prescription, he heard a terrific crash like a heavy object falling on the roof of his store. Running out side he found on the pavement a beer bottle which had been broken by the fall, in which was a slip of paper, evidently taken from a pocket memorandum about 2

11/2 x 6 inches in size, which had been folded up and on the outside fold was this notice:

"Important to the finder." On the reverse side was the following: "April 21, 1897. To whoever finds this note: We are in air about two miles above the level. Our valve is jammed so that we cannot let the gas escape. We have no food except crackers and bottled olives. Our names are C.J. Pillsbury, 108 Washington st., Boston; Piere Humbert, city engineer of Boston, and C. DeNovina, 72 Rue Traffant, Paris. Please let our friends know where we are. We cannot possibly live 48 hours longer, as we have no water."

There were several witnesses to the falling of the bottle. One of them, Charles Rayfield, a high school cadet who lives at 323 South Tejon street, say that he caught a glimpse of what he believes to have been an airship just as the bottle fell. Other witnesses are Ed Hobbs, who lives at 117 Castella atreet, and Charles Draper, another high school cadet, who lives at 322 South Nevada. All of them state that the bottle and the letter were dropped from the skies.

Piere Humbert is in Boston. He was interviewed there by The News correspondent, as published yesterday morning. The Colorado Springs Joker is evidently not a reader of The News, or he would not have been caught in such a trap.

1897 April 23 (Fri) Rocky Mountain News (Denver), p. 2. (card 1)

Once More the Airship. / Bright Light Floats Over Cripple Creek Last Night. / Practical Jokers in the Deal. / Two Thousand People Watched the Aerial Wonder Travel from Mt. Pisgah to Cheyenne Mountain, Rubbed Their Eyes and Marveled Till Their Heads Ached--The Ship Was Set Adrift in Space by Assessing Those on the Inside One Dollar Apiece to Construct a Hot Air Balloon. / Special to The News.

CRIPPLE CREEK, Colo., April 22.--The air ship was seen again in Cripple Creek to-night, evidently the unfortunate individual who occupied the aerial navigator has plenty of illuminating material, as the ship was brilliantly lighted. It was first noticed coming up over Mt. Pisgah about 8 o'clock this evening. It floated over the city from west to east and was fully 3,000 feet above the surface. The sky was cloudless and very dark and the light from the ship disappeared from view behind Cheyenne Mountain.

Thousands of citizens of the district viewed the greyhound of the skies, which was moving at the rate of from 20 to 25 miles per hour and was visible for at least half an hour. Bennett avenue was crowded with people who turned out to view the strange visitor and among the number there were many who believed that the little light which was overhead came from the mysterious ship which has been roaming over the country for the past three months. Those who saw the supposed airship sail over the city last Sunday from east to west assert that the navigator returned the same route, as he was acquainted with the lay of the land.

The skeptics, and they were in the vast majority, called attention to the fact that the wind was blowing from east to west on the 18th which would carry a balloon or piece of paper in that direction and to-night the slight breeze was from west to east, which would carry a hot air balloon in the opposite direction. Ever since the reported find of James Graham of a battered sardine can containing a communication from the lost navigators the residents of the Cripple Creek district have been turning their eyes toward the heavens day and night and if there was anything in the shape of a bird, a piece of paper, a balloon or an air ship floating over the district in the past few days without being seen by half the population of the camp in the vernacular of the street it would have to be "a bird."

That a hot air balloon floated over Cripple Creek to-night there is no question, and more than one candle was lighted to show the residents the course it pursued.

For the past few days a number of practical jokers have been working up a scheme to fool the unsophisticated in the air ship story and succeeded admirably to-night. Each member was assessed one dollar for the expense of the construction of the air ship and enough was subscribed to make it a success. The balloon was started on its journey on the west side of town and arose about 1,000 feet before being taken up by the east and west current which drifted it east. The night was very dark and cloudless and enough of the schemers were on the street to call attention to the strange sight, so that it is safe to say that at least 10,000 people in the district saw the balloon. A well known business man of this city was heard to say after the balloon disappeared from view, "I never believed before how easy it was to humbug the average citizen. I paid one dollar to help float the air ship that was seen to-night."

1897 April 23 (Fri) Pueblo, Colo., Daily Chieftain, p. 3. (card 1)

HE SHOT INTO THE SKY. / A New Mexican Cow Boy Evokes Wrath from the Heavens. / THE AIR SHIP APPEARS AT TAOS. / ... The Air Ship Seems to Bear the Legend "Avril Nahr," Which Means April Fool. / ... Espanola, N.M.

WAS IT AN AIR SHIP? Not to be outdone by either California or the effete east an air ship or some sort of an aerial monster appeared in the vicinity of Taos on the eve of Good Friday. It was about 7:30 in the evening--according to Doctor Martin of Taos, and Bill Roberts, who formerly lived at Espanola--and the Penitentes had just got started in for a night session of whipping and cross bearing, when the strange craft came sailing over the mountain from the direction of Trinidad or the La Belle mining district. The first knowledge that anyone had of anything unusual was the notes of a flageolet or flute of such immense volume that the air of the whole Taos valley seemed to be full of music of a volume and sweetness that the likes of it had never been heard before by the oldest inhabitant of the vicinity.

XXXXX Seemed to be several thousand feet above the earth when it reached Taos--and while it at no time stood still it began circling in the air very much after the fashion of a hawk or eagle, now striving as though it would alight and again taking a circular shoot skyward.

Those who saw it describe it as shaped like an immense spread eagle or huge butterfly with wings of enormous length and a fan-shaped tail resembling a fan-tail pigeon or turkey gobbler in full strut--only, of course, of huge proportions. It had a very long crane or neck ending in a head crowned with an immense conical shaped cap that was constantly lit up like the headlight of a locomotive. The cap was surrounded with strange hieroglyphical characters, some of them resembling old English letters or German text.

The vessel, if ship it is, must have some new fangled electric device for a motor, and it must have great power to move and control the vessel with the apparent ease of a bird on the wing. That it is an electric device of some kind is not beyond doubt, for what seemed to be flat wires extended in eccentric shapes from the body of the vessel above the neck to the top of the head. They were probably made of platinum and shaped in zigzags purposely for effect as they looked like flashes of zigzag or forged lightning as they were occasionally lit up by the electric current from the body of the vessel.

MUSIC IN THE AIR.

Of course such an apparition accompanied by such an immense volume of music and at such a season had its effect on the faithful--or superstitious--people who saw and heard it and the effect was a hideous in the extreme. There were fourteen whippers and three cross bearers in the Penitente band accompanied by a number of torch or tatter lantern bearers. Lights went out in a jiffy, the singing or chanting ceased, bull whips and crosses were dropped and the whole band broke for the rocks and arroyas, except several who were so badly scared that they fainted in their tracks. The evening session of the Presbytery was also interrupted. Some of the brethren who no doubt read the daily papers were very badly frightened until Rev. Frank Gilchrist of Del Norte, and Rev. Craig of Santa Fe, assured them that it was nothing but that air ship, which they had read about being seen in California and also in Kansas and Missouri.

Bill Roberts' saloon was full, and so evidently were some of the patrons--full enough to be reckless. A cowboy after gazing at it for a while pulled his six shooter and began peppering away at "the bird," trying to shoot the lights out. No attention was paid to his pop and he ran behind the bar and procured Roberts' old bear gun--a Winchester of the heaviest caliber and began pumping lead into the sky. Almost instantly the ship ceased circling and started south in the direction of Santa Fe. The music ceased abruptly and in a strong clear voice from the sky came the words: "Perfluchte schvinehund." The wings and tail of "the bird" were also evidently strung with wires and as the music ceased and the ship bore straight south the current was turned on and gave the vessel the form and appearance of an immense fiery cross in the heavens. The fan-shaped tail of the vessel also bore numerous hieroglyphics and what appeared to be German, capital letters. The most conspicuous of these when lit up by the current spelled the words "Avril--nahr."

If any one doubts the veracity of the above account he is respectfully referred to Rev. Robert Craig, Frank Gilchrist, Mr. Martin and numerous other citizens of Taos county.

BONA

1897 April 24 (Sat) Rocky Mountain News, p. 23.

Airship at Alma. / Special to The News. ALMA, Colo., April 23.--The miners of the Present Help mine, situated on the pinnacle of Mt. Lincoln, saw an air ship or kite pass over their cabin about midnight. The weather was very stormy, but the light from the ship could be very plainly seen, being brilliant voices as in distress could be heard. The ship was sailing toward Breckenridge.

1897 April 26 (Mon) Rocky Mountain News (Denver), p. 2.

Saw the Airship. / Cashier of Mesa City Bank Gets a Glimpse of the Aerial Traveler. / Special to The News.

GRAND JUNCTION, Colo., April 25.--The air ship was seen here last night by Orson Adams, Jr., cashier of the Mesa County State Bank. The aerial voyager was pursuing a northwest by north course at an elevation of about 2,500 feet, seemingly moving at a terrific speed and finally vanishing behind a low hanging bank of black clouds. Mr. Adams is somewhat adverse to discussing the matter, realizing the skepticism of most people as to the actual existence of the ship, but he stated to your correspondent this morning that he was never surer of anything in his life that he is of what he saw last night. The impression left on his mind by the glimpse obtained of the passing boat, was that of a cylinder-like craft with outriggers and fan-shaped sails. A steely light beamed from the stern of the sky-scraper as she receded from view. The story has been circulated quite extensively here today and there is considerable excitement, as Mr. Adams is known as a practical and conservative citizen, who is not likely either to invent or misstate facts.

1897 May 5 (Wed) Denver Evening Post, p. 7.

A Scientific Kite. / The Kansas Airship "Fake" Exploded at Last.

Topeka, Kans., May 5.--The Kansas airship has been discovered at last. Some weeks ago Topeka was startled one night by an airship hovering over the eastern end of the city. It carried bright lights and was seen by many on several succeeding nights. Sensational stories were written about it. Professors at the university took up the matter and sagely decided it was a new planet.

It now develops that the airship is owned by John M. Patton, manager of the Topeka Street railway, who is a man of scientific tendency.

The airship was secured by him from the government observatory at Blue Hill, near Boston, and has been used by him in conducting scientific investigations. It is nothing more than a scientific kite. It is hollow, carries two lanterns, and is capable of carrying about ten pounds. When flying, it is controlled by a strong cord and when lighted at night appears to be at a great distance.

Patton is quietly enjoying the "fake" airship stories and was somewhat loath to "less" up when discovered.

11897 May 10 (Mon) Denver Evening Post, p. 1.

OUT OF THE HEAVENS / GREAT BALL OF FIRE FALLS FROM THE SKY. / Brilliantly Beautiful Astronomical Display in a Little New York Village--The Brightness of the Visitor Dimmed the Moon--A Second Visitor Came, and Both Disappeared With Explosions. /

East Aurora, N.Y., May 10.--Residents of this city and the surrounding country were startled Saturday night by a meteor, the like of which was never seen, not by the oldest inhabitants.

At 9:05 o'clock, the heavens were lit up by a vivid flash resembling lightning and at the same time there came into view almost overhead a ball of fire larger than the moon. The moon was shining in a clear sky at the time, but the flash was so brilliant that the moon's shadow was completely obliterated for several seconds.

The ball of fire hung in the heavens for a second and then there was a streak of fire that curved off to the north. This was followed by another ball of fire, which seemed to be caused by an explosion. This in turn was succeeded by another train of fire and then the meteor fell and seemed to be dropping to the earth.

About a minute after the remarkable sight had been witnessed a series of reports, as of explosions at a great distance, was heard, and at the same time many homes in the village were shaken. If the same reached the earth at all it landed many miles away, as nothing can be found of it.

1897 May 13 (Th) Denver Evening Post, p. 1.

Balloon at Sea. / Large Airship Reported Lost in the Ocean Near New York.

Quarantine, S[taten] I., May 13.--Pilot William Furrle of Sandy Hook Pilot Boat No. 20, which brought the Norwegian fruit steamer Leon into port this morning reports on arrival at Quarantine that while cruising at 5:40 o'clock yesterday afternoon about three miles east of Sandy Hook light ship he sighted a large balloon apparently about four miles south.

The wind was from the southward and the balloon came along at a rapid rate, sinking gradually. The pilot boat was headed toward the balloon, but it fell into the water and sank within a few yards of the boat.

WYOMING

1897 April 23 (Fri) Cheyenne (Wyo) Daily Sun-Leader, p. 1.

SAW AN AIR SHIP. / A Traveling Man Tells of the Queer Aerial Wonder. / While all kinds of speculation is being made as to the reported air ship viewed in different localities, it will be interesting to hear from a man who asserts he has seen the queer sight and can vouch for its genuineness.

Jefferson Martin of the Consolidated Tobacco company of Chicago became rather indignant today when the unanimous opinion of a number of his friends was to the effect that the so-called air ship and all air ship stories originated in the newspapers and were absurd. Mr. Martin said he was skeptical as any one on the question until a few weeks ago when he was one of a party to witness the queer sight. He says that while a huge ship shaped make up was discerned, it is impossible to describe the appearance, so high and swift flying was the queer wonder. Mr. Martin says so many people have actually seen the sight, it is no longer questioned in many localities that some schemer has invented an air ship which he is bringing before the public in this mysterious manner before expelling all skepticism by a final exposure of his intention.

1897 April 27 (Tues.) Denver Evening Post, p. 6.

News of Our Neighbors--Wyoming.

A correspondent of the Cheyenne Tribune claims that the airship was seen on Sherman hill, headed for the west, and the Ravlins folks watched for it so long and eagerly that every man and woman in the town is nursing a stiff neck.

12, 6. Wyoming. The Wyoming Cycle Company, of Cheyenne, advertises that it is prepared to repair airships. Is this a rival of the Keeley cure?

May 6, p. 6. Wyoming. A Union Pacific train crew brought an airship story into Cheyenne and told it in such a straight, untangled manner that the Sun-Leader just about half way believes it. The thing was traveling westward over the sand dunes, but had not whistled for Cheyenne when the paper closed its forms.

4, 6 (Wyo.). I haven't saw no airships yet, / Cavorting through the regions upper, / But I have saw worse things than that / After a cornbeefian supper.--That Laramie Poet.

5, 6 (Wyo.) An airship has not been seen at Saratoga, but the editors up there on the placid Platte see pink wolves, bobcats with yellow tails, jack rabbits with horns and rainbows at night, and that is a darn sight worse.

11, 6. Casper has seen no airships, but had an amateur earthquake.

1897 May 6 (Th) Converse County Herald (Lusk, Wyo.), n. 5. (card 1)

Air Ship at Buffalo.

of this vicinity were treated to a sight of this wonderful machine and communicated with its occupants Friday afternoon.

About 2 o'clock in the afternoon, what looked like a small black cloud was seen coming slowly from the southwest. At first it was taken for the nucleus of an approaching hailstorm, but as it approached nearer it was plain to see that it was a balloon or airship of some kind and soon the streets were full of people, anxious to get a look at the strange object, and every field-glass and telescope procurable was brought into requisition. The ship was not too great a height to form a very accurate idea of the size or shape of the ~~xxxxxxxxxxxx~~ strange object. 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 Silsvig, 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. (Signed) "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 corn ed 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 dispels all doubt as to the existence 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, going northeast.--Buffalo Voice.

UTAH, WASHINGTON

1897 April 16 (Fri) Spokane (Wash.) Daily Chronicle, p. 5.

THE AIRSHIP. / Some People Claim to Have Seen It.

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 25 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 owner, but was surrounded by a big crowd

Nov. 17, 96, p. 1. ghost. / 23, 2. Arsp over Sacra., SF. / Dec. 5. "Haunted Camp" in Wisc. a fake.

June 26, 97, 5. Sveeny-Davenport arsp under construction near SF--illus July 30, 7. Petrified Indian found, Yellowstone. Aug. 27, 5. Rain of frogs, Ft. Ogden, Fla. Sept. 10, 6. Ghost dog, ~~Spokane~~ Shakopee, Minn.

1897 April 30 (Fri) Deseret Evening News (Salt Lake City, Utah), p. 4

THAT AIR SHIP. /

The rumor the other day that an airship had been floating over Ogden where it had been observed by a number of persons, is somewhat in line with similar stories from many other parts of the country. The mysterious flying-machine, or whatever it is, was first heard from K in Kansas and then in Missouri, and now it seems suddenly to have become omnipresent. People in Chicago, in Evanston, in Milwaukee and Eau Claire and numerous other cities claim to have seen it. A humorist from Kassou [?], Minn., telegraphs to an exchange that the air ship had been seen at that place the 12th of April. It had several absconding bank officials on board and had no time to stop.

The airship story from Rice Lake, Wis., is so far the most remarkable one, though. According to the allegations of an inventive writer of that place the ship anchored one evening in a mill dam and the captain sent for a physician. Dr. J.P. Valby came and found the captain suffering from the grip. The doctor spent two hours in the ship. The captain insisted on the representative of the medical fraternity accompanying him through the air, but the latter declined. The command of the ship, however, persevered and a struggle followed. Suddenly the strange machine started on its upward career. The doctor had to jump overboard. He was already forty feet from the earth, but as he was fortunate enough to fall into the water, he escaped uninjured.

Other stories are not quite as poetic as this one, but they all give the impression that a new craze is ~~xxxx~~ about to become epidemic. Still, perhaps it is not safe to form too hasty conclusions on the subject. It is a general belief that the problem of sailing through the air is about to be solved by somebody. Some years ago a detachment of the Russian army had maneuvers in Polen (sic) not far from the German frontier. Russian officers several times reported that they had seen balloons flashing searchlights over their camp, and they concluded that German military authorities are the possessors of a secret in air navigation not to be revealed until a war breaks out. The question has been asked whether somebody in this country possibly has obtained that supposed secret and is now trying to find out its practical value.

1897 June 5 (Sat.) Spokane, Wash., Daily Chronicle, p. 8. (Card 1)

REAL AIR SHIPS. / They Are Navigated by Beings From the Spirit World. / The following communication was brought in to the Chronicle office this morning by one of the most prominent spiritualists of the city. It is a novel explanation of the air ship problem which will be of interest not only to believers in spiritualism but to many others. It is as follows:

"Notwithstanding the many frauds and fakes in spiritual investigation in Spokane, many of the most intelligent citizens believe in spiritual phenomena. There are mediums in many families through whom inspirational utterances of a high order are given. One of these, an estimable lady, whose mediumistic gifts are known to but few outside her own family, communicates the startling intelligence that air ships of spirit creation are now hovering in the earth's atmosphere. Her communication on the subject is as follows:

"The newspaper accounts of airships having been seen in various parts of your earth are not all mythical. Above your atmosphere there are peopled regions, the homes and cities and countries of spiritual beings, whose environing conditions, to their consciousness, are as real and tangible as are natural objects to you, and there are inter-linking currents filled with sentient beings throughout the intervening ocean. There are no gulfs or desert wastes separating the different abodes of individualized intelligences, but all parts of the universe are rife with forms of intelligent life. The nearest available approach to you for the denizens of the spirit realms above ~~xxxx~~ in the ~~xxx~~ far north, where the terrestrial electric ~~xxxx~~ currents converge. This accounts for the hope which for centuries has animated your navigators, of reaching the north pole. Their thoughts are drawn into that channel by spiritual attraction.

"Life on the earth or in its immediate atmosphere (filled with coarse material emanations from it) is as unnatural to the spiritual beings who live above it as life in the water would be to your land animals. But it is possible for spirits to devise protecting and counteracting apparatus by which they can safely sink through the intervening air ocean to the surface of the earth, analogously to the marine diver armoring himself, or the use of chemicals to counteract the effects of fire. The great difficulty to be overcome is to prevent sublimation of the atoms when the creation comes within range of human vision, and to maintain the necessary specific gravity to anchor it.

"Spirits have long been experimenting with machinery materialized to traverse the lower depths of the earth's atmosphere, and have at last brought it to such a stage of perfection that it has been made visible to a few of earth's inhabitants. In the polar regions of your planet it is quite easy to land these semi-spiritual craft on the higher elevations, and when your navigators discover the ocean currents through which they can sail into certain polar harbors, well known to spirit explorers, open communication will be established between the worlds, bringing to the people of the earth benefits and blessings your optimistic poets never conceived of in their wildest flights of imagination."

1897 June 8 (Tues) Indianapolis Sentinel, p. 1.

Was Probably the Airship. / Iowa Farmers Saw a Ball of Fire and Heard an Explosion.

Lansing, Iowa, June 7.--An explosion ~~xxxx~~ of yesterday's supposed earthquake has been found. Farmers residing west of this city report seeing a large ball of fire sailing through the sky in a northerly direction about the time the shock was felt Sunday morning. Immediately following the disappearance of the strange sight there was an awful explosion and it is now thought to have been a monster meteor which must have struck the earth somewhere in northeastern Iowa.

May 10--p4. Now that Prof. B. has invented the real thing, those other ~~xxxx~~ araps must have been shadows cast by the coming event.

May 11 p.4--The arap in the West has been eclipsed by the ball of fire in eastern skies.

May 13--The NY man who sends up kites with cameras attached and photographs aerial sights should be hired during the next arap epidemic.

May 15--B's 2nd voyage.

1897 July 10 (Sun) Victoria (B.C.) Daily Colonist, p. 5. (Appendix)

THAT PILLAR OF FIRE / The Mysterious Visitor Seen Again Drifting Over Northern British Columbia. / Rivers Inlet Fishermen Watch for Two Hours the Powerful Moving Light. / Visible by Daylight as Well as Before Dawn and Mistaken for Andree's Balloon.

Evidence accumulates as to the existence of a great balloon shaped body, powerfully illuminated, drifting over this continent, but the latest report as to its movements leave the mystery as to the nature of the visitor and its mission--if it has any--as far from solution as ever. Just about a year ago... See following article.

W.S. Fitzgerald, /River's Inlet, 7/14/97

Another letter received in this city yesterday from Mr. A.R. Langley, of the Wadham's Cannery, corroborates the statements made above, and saw that the men who tell of having seen the strange visitor are in every way trustworthy.

1897 July 20 (Tues) Manitoba Free Press (Winnipeg), p. 1 (Card 1)

AERIAL MYSTERY. / THE WONDERFUL SIGHT WITNESSED BY TWO FISHERMEN. / IN BRITISH COLUMBIA. / Strange Story That Recalls the Reports Made of by Indians a Year Ago--Truthfulness of the Narrator is Vouched for--Positive That he Was Not the Victim of Imagination or Optical Delusion.

Vancouver, July 19.--Just about a year ago a great balloon shaped body, powerfully illuminated, was reported from two points in the northern interior of British Columbia, by Indians who had no possible means of communication with each other before making their almost simultaneous reports to the Indian agents, but who claimed to have seen it at points not too far distant to make it ~~xxxx~~ probable that it was the same object both had seen. The Indians had all been warned to look out for Prof. Andree's balloon and they supposed it was this balloon that they were reporting. The fact that they had received this warning caused the skeptical to aver that the Indians' imagination had been at work and that there was no balloon or other aerial visitors about.

Now the report comes from a source not open to such suspicion, though, strangely enough, the witnesses again supposed it to be Andree's balloon which for two hours they watched passing from rift to rift in the clouds a mile above their heads.

The letter below is from a reliable fisherman named W.S. Fitzgerald employed at the Wadham's cannery at River's Inlet, and speaks for itself as follows: "On the morning of June 10th, about 2.30 or 3 o'clock my fishing partner and I were drifting for salmon out at the mouth of River's Inlet, being both wide awake, and happening to look up towards the mouth of the Inlet we saw over a lofty mountain peak what at first appeared to be a fire, such as would be caused by the burning of a tall dry cedar. Looking more closely, however, we saw that the light was at least a mile above the peak, and was soaring smoothly along in boundless space above the sea of mountains beneath. It couldn't be a fire we knew, nor a star, nor yet the moon, and all at once the thought burst upon us that it was a balloon and none other than Andree's, we thought, would be touching in those regions. The night was dark and overcast and when it first came into view it was through a rift in a black mass of clouds.

There seemed to be a ~~xxxx~~ besides the powerful light a large pear shaped body attached and rendered luminous by the reflection of that light. We determined to watch it in its progress and saw it pass through rift after rift in the clouds. It was evidently moving in a different atmosphere, or current of air, than we felt below at that time, for whereaw on the water there was a nasty squally wind blowing, it seemed to glide majestically along without so much as a tremor. Then ~~xxxx~~ daylight dawned and we discerned it plainly for another hour, but only the naked, powerful light was now visible, until finally it disappeared behind a huge mass of dark clouds, and we saw it no more.

"It appeared to be moving in a southerly direction, perhaps some westerly, but always on the same plane. It was indeed a novel sight, and as we watched it we could not but feel proud, after all, of the puny race of man, with all its weakness could conceive and execute such a deed of skill and daring."

1897 July 20 (Tues) Victoria (B.C.) Daily Colonist, p. 4.

What Is It? (ed)

Several weeks ago two men in the employ of the Electric Light Co. said they saw in the early morning a balloon-shaped light rising slowly in the eastern sky. They are men of good repute, and there is not the slightest reason to suppose that they did not tell the truth. On July 10 two men saw a similar object at Rivers Inlet. Their story was printed in the Colonist on Sunday. They are men whose word would be taken on any other subject whatever. On July 12 the inmates of the Old Men's Home at Kamloops saw a similar object. It was within sight for more than two hours, and disappeared in a southwesterly direction. It moved with a fluttering motion and gave out streaks of light. The Island Sentinel is responsible for this story, which must be accepted as true, unless some reason can be assigned for disbelieving it, and we are unable to suggest any, for the Sentinel would hardly print such a thing if it were false. The date of the appearance of the story in the Sentinel was such that it was impossible for any one connected with it, or any one in Kamloops to have heard of the Colonist story. In view of these three accounts, and the utter impossibility of any collusion between the narrators, to what conclusion must we come? It is, in fact, hardly possible to come to any, for the dates are too indefinite. The motion of the object and its course are entirely too slow to be those of a celestial visitor. It must have a terrestrial origin. ~~xxxx~~ Is this a second visit of the great bird with the eyes of fire, which the Bella Cooola legends tell us sat upon the mountains before the Great Winter came?

1897 July 23 (Fri) Victoria (BC) Daily Colonist, p. 5. (Card 1)

A REAL FLYING MACHINE.

Las Vegas, N.H., July 21.--In the matter of flying machines Las Vegas is not behind the rest of the world. John R. Kirk, a Santa Fe engineer, claims to have invented, after seven years hard study and experimenting, a flying machine that will fly. It is entirely different from anything yet attempted in this line, while at the same time it is a marvel of simplicity and durability. The motive power is contained in a storage battery. Many citizens have seen the machine in its nocturnal flights, but supposed it to be a falling star.

Las Vegas; N.M., Daily Optic, Mon: July 19, 1897, p. 4.
A FLYING MACHINE. / A Las Vegas Locomotive Engineer Said to Have Invented One After Years of Labor. /

(John) R. Kirk, the well-known Atchison engineer, who has resided on Tilden street for the past eight years, and who is a flying machine enthusiast in the highest degree, believes that he has succeeded in inventing his much-coveted ideal. Not unlike most great inventors, he has worked against great odds and sacrificed much of his time and money in his enterprise and he may feel justly proud of the success that the fame of his hobby now promises him. In all, he has spent over seven years in thinking and experimenting with his invention, and under the most trying discouragements and against the protests of his friends and relatives; and now that his hobby is an assured success, Mr. Kirk will probably be compelled to take a long needed rest before pursuing further in his inventive career.

It is impossible to give a complete description of the successful flying machine, while the patent is pending. His machine is something different from anything yet tried and is a marvel of both simplicity and reliability. The propelling apparatus is run by a storage battery of electricity, while its speed is thoroughly under control at all times.

One of the hardest problems to provide for, on the start, was for the steering of the concern. This, however, has been satisfactorily solved, so that there is no danger of collisions or accidents.

The great benefit of the machines is that they can be manufactured at a very small cost, so that, in time, they may become more general in use than bicycles. The curiosity that the machine [arouses] makes it necessary that all experiments be made at night. Many of the citizens have seen the machine in its journey, and simply thought it to be a falling star.

Mr. Kirk has received the most hearty endorsement as to the practicability of his schemes from scientists and societies, to whom his plans have been submitted. It will be impossible to put the machines on the general market just at present, as there will doubtless be a large demand for the first few thousand for exhibition purposes.

Mr. Kirk has not himself the means to enable him to manufacture the machines on his own [] and will have to deal with a company; however, he is a thorough Las Vegas and philanthropist, and he has said that any company, who gets control of his patent, must contract to maintain general offices and plant in Las Vegas. Mr. Kirk values his patent at a large sum, and it is doubtful if he shall have to wait long for a purchaser.

1897 July 28 (Wed) Manitoba (Morn) Free Press (Winnipeg), p. 1.

Concerning Andree. / It Might Have Been His Balloon--A Possibility.

Rotterdam, July 27.--A letter from Captain Lehmann, of the Dutch steamer Dordrecht, appears in one of the papers of this city to the effect that he saw a curious object floating in the White Sea on July 17 which was neither a ship or a dead whale, but resembled a balloon, and Captain Lehmann suggests that it may have been Andree's balloon which he saw.

29, p. 1--Argument that Lehmann couldn't have seen Andree so soon after the ascent.

August 3 (Tues) Victoria News. / Aerial Mystery.

A brilliant object similar to the mysterious balloon or pillar of fire reported from various places is reported to have been seen twice in this vicinity during the past few days. Three ladies camping at Sidney say they watched it for half an hour moving slowly northward over Salt Springs Island. They described it as a column of fire about 50 feet long. Three young men named Taitum, Young and Wolden say they saw what looked like a brilliantly lighted balloon from their camp near Goldstream on Sunday morning.

1897 July 30 (Fri) Victoria (B.C.) Daily Colonist, p. 3.

News of the Province.

(July 29) About 2:30 yesterday morning, Mr. and Mrs. E. Pannell, of this city, saw a bright light approaching about 1,000 feet above Entrance Island or in that direction. The light, which was a powerful one, appeared to swing slowly and to be floating in a southeasterly direction. It is supposed to be another specimen of the "ignis [sic] fatuus," the appearance of one of which at the head of Jervis Inlet was mentioned in the Free Press a few days ago. The light is reported to have been seen by others in the city.--Free Press.

1897 July 31 (Sat) Manitoba Free Press (Winnipeg), p. 1.

COULD IT BE ANDREE? / A LARGE BALLOON SEEN BY A WHITEMOUTH FARMER. / It Was Moving Northeasterly and Had a Large Boat Attached--Other Andree Items. /

Whitemouth, Man., July 30.--At sunset on the 29th, Andrew Henderson a farmer who lives three miles from Whitemouth, saw a large balloon slowly drifting in a north-easterly direction. The balloon ~~seemed~~ seemed to him to be twice the size of his house, and had a large boat hanging from it. Can it be Andree?

It is quite possible that Andree's balloon might be driven to these latitudes, but, if Mr. Henderson was not mistaken, it would have to come further south than Winnipeg, and then have taken a turn northward to pass over Whitemouth in the direction stated. If the balloon continued its north-east course for any length of time it would be driven to James' Bay.

The Ascension / Expert Comments ...

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1897 July 31 (Sat) Victoria (B.C.) Daily Colonist, p. 6.

THOSE AIR SHIPS. / A Party of Children the Innocent Cause of Much Profound Speculation.

People who of late have been seeing signs and wonders in the heavens in the shape of air ships, fire ships, balloons and divers other strange and uncanny aerial bodies can now rest peaceful in the knowledge that the fearful and wonderful visitors are none other than the harmless paper balloons so dear to the hearts of juveniles.

A few evenings ago some young people assembled at the residence of Mr. C.A. Lombard amused themselves and the neighbors by inflating a balloon, and as the shades of night were drawing in released the toy which sailed heavenward in the still atmosphere. This or perhaps another similar to it seems to have changed its aspects as it soared on high until it assumed many and various shapes. At one time--to wit, when it floated over the Coal City at the other end of the E & N railway--it had become an "ignis fatuus," or words to that effect; away up ~~xxxx~~ north at Rivers Inlet it appeared to the lone watching fisherman as Herr Andree's cerulean jaunting car; while to the local observers it was "an air ship which moved from side to side, allowing the light to fall upon its sides, showing that they were made of some vari-colored materials." Sic transit gloria mundi.

Aug. 4, p. 1--Manitoba balloon seen by Henderson.

1897 August 2 (Mon) Manitoba Free Press (Winnipeg), p. 1.

BIG BALLOON STORY / ADDITIONAL PARTICULARS OF HENDERSON'S AERIAL VISION. / Saw the Airship Plainly and Declares It Answers the Description of Andree's Balloon. /

Whitemouth, Man., July 31.--Further inquiries regarding the large balloon which was reported in the Free Press as having been seen passing in a north-easterly direction on the evening of the 29th, three miles from Whitemouth, have elicited the following particulars. The evening was remarkably calm and clear, every object showed a steely distinctness against the northern sky, and not a cloud marred the fine blue expanse. Mr. Henderson was standing at the door of his barn, and was taking a glance around the sky, as any farmer will do, when his eye detected a large oblong object sailing slowly, suspended like Mahomet's coffin, between heaven and earth. Gradually he made out the car; then he saw the huge sail swing slowly a round and come into view. Astonishment held him spellbound; again and again the ghostlike sail swung and jibed full in view, showing its enormous proportions. All the while it was slowly drifting with great distinctness across the clear blue of the northern sky. He called his brother, who was upstairs in the loft, to come down and see the big balloon. Before he got down, however, the enormous object had sunk out of sight. Going back to the house Mr. Henderson was shown a ~~cut~~ cut of Andree's big airship, which was in a weekly newspaper. When he saw it he exclaimed: "That's what I saw floating across the heavens, and the sail was just working like the tail of a fish in the water."

Mr. Henderson says that the balloon was very low, and could not have been over half a mile from him in a straight line. He could see no signs of life, and it showed no lights. Great excitement and endless speculations have been aroused regarding the fate and prospects of the daring voyagers.

1897 August 3 (Tues) Daily News-Advertiser (Vancouver, B.C.), p. 3.

VICTORIA NEWS.

A brilliant object similar to the mysterious balloon or pillar of fire reported from various places, is reported to have been seen twice in this vicinity during the past few days. Three ladies camping at Sidney say that they watched it for half an hour, moving slowly northward over Salt Spring Island. They ~~xxxxxxx~~ described it as a column of fire about fifty feet long. Three young men named Taitum, Young and Wolfenden say they saw what looked like a brilliantly lighted balloon from their camp near Goldstream on Sunday morning.

Aug. 12 '96--Andree's balloon seen by Indians, p. 1.

1897 August 5 (Th eve) Seattle Daily Times, p. 8.

HOW IT REALLY OCCURRED / NO Balloon Hovered About Mt. Rainier Yesterday. / CARRIER PIGEON ARRIVED / Disturbance Caused Last Evening by the Morning Organ's Thunder Bird, Which Reached Town from the Klondyke

Considerable excitement was occasioned at the courthouse yesterday afternoon by a message sent in over the telephone to the effect that some disturbance of the atmosphere in the vicinity of Mount Rainier had attracted attention from the surrounding towns, including Portland. From the latter place the rumor had assumed the shape of the long-lost airship, which has been reported as seen in various portions of the country. An obliging attaché of the courthouse seized a telescope and the opportunity to visit the tower of the county building, where a general view of the Sound country could be obtained, and such cooling breezes as might be passing on top of the hot wave would fan his cheeks.

The obliging young man saw a shape far in the hazy northwest, high over the mountain tops, but away from Mount Rainier. The shape momentarily grew larger and it approached with the speed of the wind. It might be an airship--it surely had wings--and its size was immense and its course direct, without at all observing the direction of the wind. It was coming head-on for Seattle. There was a swishing and whirring as of mighty pinions and the shriek of the "thunder bird" was heard in the land. The monster's wings spread from West Seattle to Smith's Cove, and in the beak, reaching forward and downward like the

forks of a river, could now be discovered an object not totally unlike a Klondyke outfit, well packed in a canvas bag.

Reaching this city at early twilight one ponderous wing was poised aloft, while the other bent toward earth, and gracefully circling around the thunder ~~xxx~~ bird was near its journey's end. It swooped a gentle swoop; its eyes flashed like a gleam of lightning, and its voice reverberated among the hills. Some thought it a thunder shower. Hovering on fixed pinions directly over the conjunction of Second Avenue and Cherry Street for one brief second, the unusual arrival caused the streets to be filled with people, like the last notes of a P.-I. concert, and then forth from the northwest corner newspaper establishment blithely stepped a dapper chap, who held his right hand aloft, and with the other nonchalantly confided to his trousers pocket as he remarked:

"Watch out for the P.-I. extra edition. All about my friend McGraw's trip to the Yukon. Our first carrier pigeon has just arrived." 1897 August 7 (Sat) Victoria Daily Colonist, p. 7. (card 1)

THAT LIGHT IN THE AIR / Two Victoria Firemen Have the Honor of Making Its Acquaintance. / Watched It for More Than Two Hours, But Still Thoroughly Mystified. /

That strange aerial curiosity, the fire balloon, which has been completely mystifying the people of the Northwest during the past two or three months, is evidently becoming bolder--or else more people are keeping late hours than formerly, and in consequence have the good fortune to catch a glimpse of it. What "it" is, where it comes from, or goes to, and who or what manner of men are responsible for its movements, remain just as great a puzzle, however, as when the bright light first made its appearance in the sky, fully a month ago.

For upwards of two and a half hours Firemen North and Swain of the city brigade had opportunity to inspect the erratic visitor yesterday morning, and when it was finally lost sight of in the morning air they were as completely mystified in regard to its character as when they first sighted it.

It was Swain whose attention was first attracted to the light, he and his companion having been left on duty at the ~~scend~~ of a ~~grass~~ fire on the golf links that threatened, if not carefully watched, to break out afresh and cause damage to adjoining property. It was floating low then, and he called to North to notice what a bright mast light some ship was carrying. Then both looked, and North observed that it could not be a mast light as no ship in these waters carried so bright a lookout light.

While they speculated as to it, the light came nearer, floating so low as to be mirrored in the waters of the Straits, in the direction of and apparently overhanging Discovery Island. It had no discernible form, balloon shape or otherwise--it was just a great light as large from the distance at which it was viewed as the drum of one of the hose reels, and brighter far, according to the two firemen, than electric light.

As they watched, it slowly rose and then took a westerly direction sailing over about an eighth of the horizon circle, and then returning. As soon as it dawned on the two watchers that the object of their attention was the light of ~~xxx~~ which so many had been talking, they resolved to note particulars, and hurried over to the Mount Baker to procure a night glass. No instrument of the kind was available, however, and they had to rest content with bringing the night clerk of the hotel out to see what they had seen, and be equally wonderstruck.

Until four o'clock the brilliant body hung suspended in mid air, passing slowly from east to west and back again three times, and only disappearing with the coming of the day. At one time the firemen believed that they saw a dark body outlined behind the circle of intense light, but they could not identify it positively--to look at the light itself, according to the two witnesses, was like looking at the sun at high noon.

What the light was they cannot conjecture. They have listened to many theories during the past twenty-four hours, but cannot reconcile any with what their eyes have witnessed. The favorite theory seems to be that some daring inventor is trying the product of his brain in the privacy of the night, preparatory to giving his secret to the world. If this be the fact the inventor is the most successful keeper of a secret that has appeared on the ~~scend~~ for some time. And yet this seems the most rational explanation yet put forward. Too many have seen the midnight visitor for people of common sense to doubt the presence of a mysterious something.

1897 August 8 (Sun) Victoria (B.C.) Daily Colonist, p. 2.

THE RUDDY MOON. / Late Hours Prove Too Much for the Monarch of the Night. / Its Toper's Tint Causes Many Friends to Repudiate an Old Acquaintance.

If the man in the moon is provided with a moderately good telescope he must certainly have swelled with conceit last evening at the spectacle of the many faces upturned to him. His customary aristocratic palor had been replaced by a ruddy blush, an extremely intemperate shade of red, ~~xxx~~ which unhappily betokened at a glance that the moon was half full. At first glance many believed it was not the moon at all that they gazed upon, but the mysterious fireship.

The last ~~xxxxxx~~ persons reported as having been privileged to see this fireship were firemen North and Swain, whose story was printed yesterday morning. The two firemen said in recounting their experience that they would give a good deal to have the mystery explained. Now ~~xxx~~ comes forward Mr. J. C. Elliott, secretary to the board of fire underwriters, who undertakes to wipe the veil away and set at rest the evaporating uncertainty as to this strange illumination in the heavens.

"What has been seen by so many people of late," says Mr. Elliott, "is very simple of explanation. The phantasmagoria is nothing more nor less than a fire raft, made and sent out by the campers at Cordova Bay. "During my stay out there this summer, the youthful element constructed no fewer than four or five, towed them out to sea a considerable distance, and when darkness set in applied a match to the pile. And there you had your mysterious light in the air--in the reflection.

"I have often thought how much the burning rafts must have resembled ships on fire, as they floated forth and back on the waves as the wind blew and the tides carried them. I have myself seen them just as described by the two firemen, burning through the night until close to the break of day, and lo, when the dawn appeared, disappearing as if by magic. The firemen described what they saw very accurately, but with one natural mistake. What they took for the object was in reality nothing more than its reflection on the sky; while what they took to be the reflection in the water, has been the fire raft itself."

The firemen are not yet convinced, however. As North puts it, "that light was altogether too bright to be reflected, and it did not come from the water, but from the sky." 1897 August 9 (Mon) Manitoba Free Press (Winnipeg), p. 3

AGAIN THE AIRSHIP. / CAN ANDREE'S BALLOON BE VISITING THESE PARTS. / North of Douglas Mysterious Moving Lights Are Observed in the Northern Heavens. /

Some mysterious airship is evidently floating about north of the international boundary, and naturally Andree's balloon first comes to the mind of those who observe signs of it. First reports came of strange lights being seen off the British Columbia coast; then a statement reached the Free Press from Whitemouth that an aerial traveller had been noticed in that vicinity. All these reports have emanated from reliable parties and now comes a letter from a well known young Winnipegger at present in the west on the same subject.

Douglas, Aug. 6, 1897. / To the Editor of the Free Press.

Sir,--In case some of your numerous readers may have noticed something similar at some other point I would draw your attention to a peculiar matter noticed on the night of the 5th. About 11 p.m., just before retiring, a something that at first looked like a falling star appeared directly north of the residence of Mr. John Kyle, some four miles north-east of here. The person first to notice the strange object was led to call the attention of all in the house to the matter. For over half an hour we watched the strange visitor, as it seemed to rise and fall and sway from east to west, but gradually travelling further and further northward, until about 11.45, it disappeared from view. At times several of those watching the peculiar object, which all the while shone brightly, thought they could discern the shape of a massive balloon just above the bright light. It would be interesting to know if the circumstance was noticed by any others, and if so, what the impressions conveyed were.

R.M. SCOTT.

Any who have noticed similar objects are asked to inform the Free Press. If Andree persists in floating about Manitoba barn yards let us find him.

1897 August 9 (Mon) Pueblo, Col., Daily Chieftain, p. 1

A MONSTER SNAKE IN KANSAS.

Topeka, Kas., August 8.--Rumors of the monster snake which several ~~xxxx~~ people claim to have seen in Quinton Heights a few days ago are still being spread and many people in that vicinity tread the paths and roadways carefully. Many strange things have happened in that part of the city recently, which some claim are directly traceable to the antics of the reptile. A Quinton Heights man ~~if~~ is firmly convinced that the big snake has killed several of his chickens and two little pigs. He told a carman with whom he was ~~xxx~~ riding that he was going to watch for it in the evenings, and if it appeared near his place he would use his shotgun to good advantage.

W.B. McCann, who has had charge of a force of men at the stone quarry south of Quinton Heights, claims to have seen the snake. He says, however, that it was not more than 12 or 15 feet long. He says it was ~~xxxxxx~~ spotted and had a large head. Were it not for the fact that several have said that the snake was spotted the conclusion might be that it was a monster bullsnake. But no bullsnake was ever spotted yellow.

1897 August 10 (Tue) Manitoba Morning Free Press (Winnipeg), p. 3.

Another Aerial Visitor. / A Strange Object Seen Passing Over the City.

The family of W. J. McLean, who live in Point Douglas, had a novel experience on Saturday night. At about half-past 12 Miss Eliza McLean observed a ball of fire over the southeastern part of the city. Miss McLean called to the rest of the family, who watched the aerial flight for three fourths of an hour until it had disappeared in the northwest. The light was apparently suspended from a balloon and naturally the name of Andree associated itself with the strange object. Whether or not this was Andree of course remains a mystery for the present.

Aug 18--pigeon message that Andree passed 82° N.

Aug 26--Mr. Topping claims to have solved problem of aerial navigatn.

Sept 15--Aerl nav. company formed for trips ~~xxxxxx~~ to Yukon

Sept. 15, 21, 22--pigeons from Andree?

1897 August 12 (Th) Victoria (B.C.) Daily Colonist, p. 6.

THAT MORNING MYSTERY. / Those Who Have Viewed the Strange Phenomena Decline to Accept the Fire-Raft Explanation. /

Mr. J.C. Elliott's explanation in Sunday morning's Colonist of that peculiar light in the air that has been puzzling so many people of late, does not by any means satisfy those who have had the privilege of viewing the phenomena. Firemen Swain and North for example, protest that

it could not have been the reflection of any fire-raft that they saw-- nor the reflection of anything else for that matter. Sharpe Wilson writes from Nanaimo to inquire if it was a fire-raft near Cordova Bay that seemed to float high in the sky, diffusing a dazzling radiance, how did it come that he was able to see it distinctly at his home in the Coal City. And now comes forward another witness in the person of Mr. E. Scrope Shrapnel, who writes from old Oak Bay to the following effect:

"I noticed in your issue of the 8th instant a communication concerning the mysterious appearance of the morning light in the sky, as witnessed by Firemen North and Swain on the morning of the 6th. The suggestion that the illumination was caused by fire rafts does not lift the veil by any means. Myself and other members of my family watched the same brilliant light as described by the above-mentioned firemen for nearly two hours. The only difference was that it appeared to us to be directly over Mary Todd island, swaying from side to side slowly, and sometimes rising and falling in a similar manner. It was decidedly no reflection, being quite as bright, if not brighter, than the numerous stars in view."

In view of the number and credibility of the witnesses, it is evident that something out of the ordinary has been seen by them. The local staff of the Colonist would be obliged if anyone seeing the mysterious light in the future would immediately communicate the fact. 1897 August 14 (Sat.) Victoria (B.C.) Daily Colonist, p.7. (card 1)

THAT FIERY MYSTERY. / Viewed by Thousands in Vancouver Moving Swiftly Across the Southern Sky. / Rossland Also Reports the Strange Sight-- Speculation as to Its Meaning.

Vancouver, Aug. 13.--Thousands of Vancouver citizens to-night viewed with the greatest interest and curiosity a mysterious luminous body believed to be that which has been seen in many parts of British Columbia during the past month. At nine o'clock it was travelling with tremendous rapidity in the same direction as the earth, and at a speed which would circle the globe in 24 hours. It is low down in the horizon, just skimming the mountain tops in the southern sky. It is travelling with slightly rising and falling motion. It is extremely brilliant, red in the centre and surrounded by a luminous diaphanous mist. As seen to-night it would appear to belong to the stellar system, perhaps a mighty meteor running amuck, a strayed star erratically jolting across the heavens. It is strange that the observatories have reported nothing of the mysterious skylarking of this nondescript luminosity. Before to-night this stranger had been seen by many Vancouver folk including Reeve Schon [Schou], who was on the steamer Rihet on Monday last, and one of the many passengers who watched the object for hours. Mr. Schon gives the most exact description yet published. It moved parallel to the sea far below the star line. It looked like a very bright red star surrounded by a luminous halo, cigar-shaped. It travelled slowly, as appeared from that distance, and occasionally there seemed to drop from the bright red star a shower of sparks like the sputtering of an arc light.

Rosslund, Aug. 12.--A luminous ball of fire that glowed amidst a halo of variegated colors, hovered over Rosslund for a time last evening and was seen by several well known citizens, among whom were: Major Cooper, J. Wilson, Magistrate Jordan, Andy Revsbeck, Alderman Fraser, Inspector Barr and others. When first observed it was huddled down on the horizon, but approached with the swiftness of light, and after hovering about for over a quarter of an hour poised in mid air, surrounding itself the while with flashes of colors, it streaked off in a southerly direction and soon faded from sight. At first it was supposed to be a shooting star, but as it approached nearer it gleamed like a great ball of fire and poised itself directly above Red Mountain. Although the moon shone quite brightly it did not seem to dull the lustre of the stranger. Those who were watching saw a weird sight. Little particles of fire seemed to shoot out from the main ball and then a flash of red followed. It looked for all the world like a light house with a revolving flashlight of colors. No doubt if it had been dark enough the thing could have been observed more closely, but as it was, it was a sight never to be forgotten. After showing its respects to Rosslund, the wonder made several wide circles, like a bird undecided what course to pursue, and then struck an air line and passed rapidly away towards the south.

1897 August 15 (Sun) Daily News-Advertiser (Vancouver, B.C.), p. 6.

NEWS OF THE PROVINCE (Rosslund)

A luminous ball of fire that glowed strangely and shed about itself a halo of variegated colors, hovered over Rosslund for a time on Thursday and was seen by several well-known citizens, among whom were: Major Cooper, J. Wilson, Magistrate Jordan, Andy Revsbeck, Alderman Fraser, Inspector Barr and others. When first observed it was [half] down on the horizon, but approached with the swiftness of light, and after hovering about for over a quarter of an hour poised in mid air, surrounding itself the while with flashes of color, it streaked off in a southerly direction and soon faded from sight. At first it was supposed to be a shooting star, but as it approached nearer it gleamed like a great ball of fire and poised itself directly above Red Mountain. Although the moon shone quite brightly it did not seem to dull the luster of the stranger. Those who were watching saw a weird sight. Little particles of fire seemed to shoot out from the main ball and then a flash of red followed. It looked for all the world like a lighthouse with a revolving flashlight of colors. No doubt if it had been dark enough the thing could have been observed more closely, but as it was, it was a sight never to be forgotten. After showing its respects to Rosslund, the wonder made several wide circles, like a bird undecided what course to pursue and then struck an air line and passed rapidly away toward the south.

THAT STARRY VISITOR. /

To The Editor:--The evidence that you published this morning coming from Vancouver, in reference to a strange visitor that has been seen in the heavens, may meet with an explanation in the following from Guillemin's well-known work:

"It has been suggested, not without some probability, that the attraction of the earth is susceptible of retaining meteors in the state of permanent satellites; and astronomical treatises quote the calculations of a French astronomer, M. Petit, of Toulouse, who assigns to one of these bodies a revolution round our globe, the period of which would be three hours and twenty minutes. The distance of this singular companion of our moon is 5,000 miles from the surface of our earth."--from the Heavens, by Guillemin, page 173.

My time is too fully occupied with directory work to give attention to anything else, but I trust the above information may be of some service to those who have the time for such an interesting study. R.T. Williams.

1897 August 17 (Tues) Denver Evening Post, p. 6.

Utah.--A bright light on Ensign Peak attracted considerable attention from Salt Lakers Friday night. Some expressed the belief that it was a beacon light sent to lead them to better times, but everybody out there is doing pretty well, and no one followed the inviting glim. Aug. 10, p. 6--meteor over Salt Lake City 16 6-- " " Lehi

Aug. 14, p. 1--Balloon at Sea. / A Norwegian Steamer Reports Sighting an Airship That May Be Andree's.

Stavanger, Norway, Aug 14.--The Norwegian steamer King Halfdan, which arrived here today reports that at 4:50 o'clock this morning she sighted between Haugesund and Ryksdam, near Stavanger, a large balloon at an altitude of 1,500 feet, travelling east-southeast.

A guide rope 200 feet in length was hanging from the car. 1897 August 18 (Wed) Victoria (B.C.) Daily Colonist, p. 5.

SAW A LIGHT. / A Fiery Globe in the Sky Seen by Another Victorian. /

The mysterious fiery visitor that has caused so much speculation, but has so far baffled all attempts to explain, has again been seen in Victoria. It appeared on Monday morning to ex-Alderman Styles, but that gentleman being of a modest disposition and very unwilling to have his name in print, was somewhat reticent when he knew that he was expected to talk for publication. The light appeared in the east like a globe of fire, though it moved about a little. It did not take any sudden shoot off into space; but kept pretty well in the same place. This was about a quarter to four o'clock in the morning. It was much nearer the earth than the stars and could not be mistaken for anything of that description. The same light was seen by Mr. Styles in Southern California several months ago and in the same direction--the east.

Mr. Styles' description of the celestial visitant does not sound as if the light could be any description of air ship, as some people have supposed.

It rather seems more as if it were some heavenly body, though the strange part of it is how it could be apparently so close to the earth. 1897 August 21 (Sat.) Saginaw, Mich., Globe, p. 1.

Andree's Balloon. / It Was Sighted August 15 in the Northwest of Norway.

Christiane, Norway, August 21.--A dispatch to the Fremskydte from Sande, a small town in northwest Norway says a balloon was seen August 15 moving at a great height in a northwesterly direction. From the balloon depended a tackle which appeared luminous.

1897 September 14 (Tues) Manitoba Morning Free Press (Winnipeg), p. 1.

WAS IT ANDREE'S?

The Edinburgh Scotsman of Sept. 4th has the following: "Among the letters delivered to us on Saturday by the Canadian mail, there was the following communication:

Dear Sir,--On Thursday, the 5th of August last, between six and seven in the evening, a large balloon passed here, its course being west-north-west. Here means ten miles due east of the town of Prince Albert, situated on the North Saskatchewan river. It looked like the enclosed sketch.

The funny thing to us was that the lower part seemed to be dragging the upper part. Upon looking at the map you will see that the North Saskatchewan river bounds the settlement, and that beyond is only a Hudson's Bay company post here and there, hundreds of miles apart. Could the balloon have been Andree's running wild?--I am, etc. A. MUIR. Prince Albert, Saskatchewan."

1897 September 18 (Sat) Manitoba Morning Free Press (Winnipeg), p. 2.

Was It Prof. Andree?

St. Petersburg, Sept. 17.--A telegraphic message was received here from Krasnoyarsk, in the interior of Siberia, which says on September 14, the inhabitants of the village of Antzifirokkoje, in the district of Veniseinsk, Arctic Russia, saw a balloon, which is believed to be that of Prof. Andree, the Swedish aeronaut, who left the island of Tromsø shortly before 2:30 p.m., July 11, in an attempt to cross the Polar region. The balloon, it is added, was in sight for five minutes.

Wed. Sept. 22--p.2--Andree's Outlook. / Report that the Balloon Was Sighted Not Credited.

London, Sept. 21.--A Dispatch to The Times from St. Petersburg says

"The report that Prof. Andree's balloon has been sighted in the interior of Siberia are not believed here. Captain Kovanko, the leading aeronautic expert in Russia, entirely discredits them. He asserts that if Andree ever returns, it will certainly not be in midair and the balloon could not have kept up beyond twelve days."
1896 July 30--pl--sea serpent off Mass.
Aug. 13 p.6--Andree may have started Aug 4, bec was a S. wind that day.
Aug. 25 abandoned trip for a year.

1897 September 20 (Mon.) Manitoba Free Press (Winnipeg), p. 8.

A BALLOON AGAIN. / This Time One Is Seen Near Souris.
Balloon stories are always received with a good deal of doubt, and it was for this reason that a Free Press reporter had to promise a gentleman from Souris last night that no names would be made public in connection with the latest story of that nature, which is here given. On Friday evening about six o'clock five or six farmers near Souris distinctly saw a balloon floating over them at a considerable height. They could see no one in the basket on account of the great height, but they were sure there was a flag floating from the top of the balloon. The object was in sight about five minutes. The gentlemen are positive they made no mistake. The balloon was going in a southwesterly direction.

1897 September 28 (Tues) Manitoba Morning Free Press (Winnipeg), p. 4.

ANOTHER ANDREE MYSTERY.
Wm. Graham of Honora, Manitoulin Island, Lake Huron, writes to the Toronto newspapers stating that on Saturday, Sept. 11, at 10 o'clock p.m., he observed an object in the air moving to the northwest. The wind was blowing from the southeast at the time. He noticed three colors of lights--red, white and blue. The object, he says must have been seven or eight miles from where he was and high in the air, and appeared to pass over Clapperton Island, going towards Spanish River, on the north shore. Mr. Graham and his neighbors took it to be a balloon light. They telephoned Core Bay, and it was also seen from there. Mr. Graham suggests the object he saw may have been Andree's balloon.

1898 March 4. English Mechanic, v. 67, p. 63.

The Hamburg Duplicate Moon.
(40849)--There was a French story some years ago of a moon much smaller and nearer than the monthly one, revolving in less than a day, and somebody said about as large as Gibraltar-rock. A week ago, the last clear evening in London before February 19, I was going along a street leading due south, about 6 o'clock, when a man exclaimed to another, "Look at that shooting star!" I saw one flying steadily from the western houses & till hidden by the eastern ones, in perhaps two minutes. It was utterly unlike any other meteor I have seen--too slow to have any apparent tail; brighter than Rigel, not so bright as Sirius; perfectly steady, with no twinkling, no detached sparks, and kept eastward in a horizontal path, some degrees south of the Equator, for perhaps 50 degrees or 60 degrees, the houses hiding both its beginning and end.

This might be a duplicate moon, much more probably than the Hamburg one. In fact, the nearest satellites to Mars and Jupiter really seem parallel to it.

E. L. Carbett.

1898 March 11 English Mechanic (v.67), p. 61.

Scientific News.
From Griefswald, Pomerania, Dr. Brendel reports to the Astronomische Nachrichten that Postmaster Ziegher and several other persons saw a remarkable dark object pass in a north-westerly direction across the sun's disc, February 4, ingress 1 h. 10 mins., egress 2 h 10 mins. Berlin time. The object was about 6" in diameter, was perceived nearly a quarter of an hour before it reached the sun's limb, and was followed for more than an hour after emerging from the disc.

Unusual meteor seen by ship Peninsula near Aden, Feb. 8, 2.52 a.m. M.T. An enormous ball of dull red colour, about one-eighth the size of the sun, falling slowly but without a trail. When at an altitude of about 30 (?) it burst with extraordinary brilliancy, and threw out in all directions what seemed to be flames, which lit up the whole horizon in the south.

1898 July 29 English Mechanic (v. 67), p. 545.

Science News.
That "Hamburg" moon has cropped up again, and it is now stated that "the second moon was seen on the disc of the sun on February 5 at Wiesbaden, and by three German officers in China. It will be seen again on or about July 30, a few days sooner or later, like a dark round spot crossing the sun. The third moon will pass before the sun about the same time. This is larger & than the second. The passage lasts one hour or less. Its last appearance was at Griefswald, on February 4. A second moon, we understand, is no uncommon phenomenon at certain hours of the night."

p. 546. Walthemath's 2nd moon due to cross the sun soon (see v.66, p. 596)
1899 March 3 (Fri) El Paso Daily Times (Tex), p. 7. (card 1)

THAT NOON-DAY STAR. / It Was Considered a Phenomenon and Created Much Talk in El Paso.
Yesterday morning after 8 o'clock somebody discovered a large star shining brightly in the southwesterly sky as if it had remained out late just to convince old Sol that he is not the only shiner in the skies.

Some one said that the star was discovered by Richard F. Burgess while he was looking into the future from his office window. But the general belief is that Major Fewel discovered the twinkler as he was walking along San Antonio street trying not to see a man who wanted to touch him for the loan of a 'V.'

Anyway the star was discovered and it was a mighty big star to be loafing so high in the sky hours and hours after all its companions of the night before had retired. The superstitious were inclined to the belief that it was a warning of some kind. Hundreds of people were in the streets looking at the star when a stranger to the city stopped beside C.W. Fassett and after looking at the heavenly loafer a few seconds said:

"Well, that is curious; what do you think it means?"
With inscrutable nonchalance Mr. Fassett, without shifting his cigar replied: "That is what we call Texas Independence Star. You see this is the 2nd of March and on each re-occurring Independence Day since 1836 that star makes its appearance over Texas. We expect to see it today."

The stranger looked hard at C.W. to try and discover if he was joking. But when it comes to looking serious when lying the genial city treasurer is the envy of every burro and politician on the border. He looked innocent Truhy personified. The stranger pushed his eyes back off of his cheeks, stumbled in the Parlor and asked in a very dusty voice for "three fingers." While taking his bracer the stranger heard Al Howard explaining to Al Lamour and H.W. Neill that the star was one that Dewey had knocked out of Aguinaldo. And then a couple of other gentlemen came in and said the star escaped from the "Three Wives to One Husband: theatrical, which once visited El Paso.

This kind of talk was reassuring to the stranger, who went out, hunted up Fassett and offered to engage him at a salary of \$10,000 per annum. The stranger was a newspaper publisher from San Francisco, and wanted a man to talk up his circulation.

H.M. Patterson declared that the mysterious heavenly visitor was nothing more nor less than the "Lone Star of Texas," which was here to, by its presence, protest against all this talk about a new state, and to show to El Pasoans that the Lone Star will forever float above them.

The star was visible until noon, when the near approach of the sun caused its pale-faced rival to disappear.

20th Century

1902 July 11. English Mechanic v. 75, p. 456.

Scientific News.
Mr. W.H. Robinson, writing from the Radcliffe Observatory, Oxford, sends to Nature a description of a curious object seen by him on May 28. Whilst observing with the Radcliffe transit circle at 11h 19m GMT, his attention was directed to a nebulous object about 8 degrees from the zenith. "It was small, but bright and well-defined, elliptical in form (major axis 2', minor axis 1.5'), and situated about halfway between N Ursae Majoris and A Lyrae, but a few degrees south. The object very much resembled the Praesepe when that cluster is visible in a somewhat hazy sky, an atmospheric condition which prevailed at this time. At first I supposed the object to be a comet, but was soon disillusioned on this point, for in a few minutes its evanescent character was revealed, and, gradually fading, by 11.30 GMT it had entirely disappeared. The position of the nebulosity was found by means of a star atlas to be--RA 16h. 15m. Decl. 44". The sky was watched until midnight for any return of the phenomenon, but nothing was seen except at about 11h 42m, when a faint patch of light appeared for a few seconds only, about 2' east of the above position. The luminosity was apparently not of an auroral nature, and Mr. Robinson suggests that it may have been the trail of a meteor, several instances of meteor clouds of this character having been recorded. Other observations of the object observed on May 28, if forthcoming, would probably enable a determination to be made of its distance and nature."
1902 July 18. English Mechanic, v. 75, p. 476.

Scientific News. (re meteor of July 13, which lasted 2 1/2 secs, v. 15 sec. tail.)

It seems to have made its first appearance at Addiscombe, near Croyden. A lady who saw it there describes it as a large ball of fire the size of the moon. It grew bright for a few minutes, and then disappeared. It was again seen at Tottenham and Wood Green, where it was visible for about three seconds. Again it was seen in parts of Hertfordshire and Essex. At (Tharsted) it illuminated the sky like a flashlight. Travelling north, it passed over Norfolk, and was seen at Sandringham, Hunstanton, and King's Lynn. A correspondent from the latter place says the meteor had a most peculiar effect, as it travelled in an upward direction from south to east, and was extremely beautiful, several colours being marked, while it left a long and fiery trail of singular formation. The phenomenon was also observed at Richmond and High Wycombe.

1902 November 15 (Sat) Sydney Morning Herald, p. 11.

A FIREBALL AT PARRAMATTA. /
The fireballs about which so much has been heard during the past few days, do not seem to have been entirely confined to Victoria, and word comes from Parramatta that one of these electrical bolts has visited the old town. The scene of the fireball was Harris Park. It appears that during the dust and heat of Thursday Mr. Bruggman was in his garden when he felt a few drops of rain fall. He was about to hasten indoors when a fireball, apparently close over head, suddenly exploded. Mr. Bruggman, who was rendered temporarily unconscious by the shock, was carried into the house, when it was found that he was partially paralyzed. In relating the occurrence he states that after

the explosion sparks of fire fell all around him. It is expected that it will be some weeks before Mr. Bruggmann regains the use of his limbs.

1903 September 2 (Wed) Indianapolis Morning Star, p. 4. (cont'd)

A PREHISTORIC MONSTER SEEN / Half Bird and Half Pentile Found in Southern Portion of Salt Lake. / HUNTERS SAY IT CARRIED OFF LARGE HORSE IN JAWS / Strange Story of Two Hunters Reads Like Fairy Tale Told for Truth. / (BY STAR SPECIAL SERVICE.)

SALT LAKE CITY, Sept. 1.--A terrible, nameless, unclassified creature of the animal world is exciting the curiosity, wonder and fear of occasional visitors to Scansbury Island, in the southern portion of Great Salt Lake.

This monster, for it can be called nothing else, has lately, it is said, been seen by several persons, but the best account of its characteristics and movements is given by Martin Gilbert and John Barry, two hunters, who this week returned from an expedition over the island, in the course of which they studied the habits of this hitherto unheard-of creature for three days.

The monster, which appears to be almost equally at home in the air, on the beach, or submerged in the briny waters of Salt Lake, is probably the sole survivor of a prehistoric species. It is doubtless the last remnant of a family whose other members, dead ages since, have left the testimony of their existence in the primeval rocks and no strata.

Arranging in concise form the description of this incredible relic of the animal world, from the accounts given by those who have observed it at a close range, it seems in plain, unscientific language a combination of fish, alligator and bat.

In size it is simply tremendous. Gilbert places its length at fifty feet, while Barry, who is an amateur scientist, says that an examination of its tracks demonstrates that the monster must be at least sixty-five feet from head to tail.

The head is like that of an alligator, the eyes fiercely glowing, the jaws capable of opening a distance of ten feet from the top of the upper to the lower, are provided with a fearful array of sharp saw-edged teeth, the body, so far as observation goes, is incased with heavy, horny scales. As to this Gilbert and Barry are not positive, as the constant diving of the beast, if such it may be called, into the stormy waves of the lake has incrustated it with a thick coating of salt, which, like near the winds, completely hides the body.

It is due to this unusual phenomenon that the hunters obtained their first sight of the monster. According to their account, they first spotted it at a distance of between one and a half and two miles. The day was clear, the sun intensely bright. Gilbert's own words of the discovery are:

"We were walking westward from the east shore of the island about 9 o'clock in the morning when suddenly to the northwest there appeared a thing, I don't know what to call it; it looked to me like a brilliant rainbow folded into a compact mass, moving rapidly through the air.

"In three or four minutes the monster's position was such that it no longer reflected the sunlight directly toward us, and we could then discern the outline of the form. Its wings were batlike, stretching out over a great expanse, I should say at least 100 feet from tip to tip. The tail was proportionately short, and resembled that of a huge fish. We were not close enough at this time to tell much about the head, only we saw that the jaws were very long. In shape the head was like that of a crocodile.

"We watched it disappear in the gathering gloom of night, but were for a long time paralyzed with fear, not knowing when it might return. It was probably an hour later when it did come back.

"We heard the swish of the mighty wings before it could be seen, but as it drew nearer, by the light of the young moon in the west, we saw that it carried in its great jaws a large horse, which, I suppose, it had swooped down upon while feeding. The horse was badly crushed and mangled.

"The monster carried its burden into the cave, and we could hear the crunching of its jaws and the cracking of the horse's bones as the beast devoured its victim. After an hour or so all was still, and we then slipped quietly away in the darkness and returned to our camp on the eastern shore of the island."

1903 September 1. (Sun Revu) Indianapolis Star, p. 1.

SAY THEY SAW PLAIN AIRSHIP / Strange Craft Passed Over Stratford, Near Irvington, at 5 o'clock Last Evening. / Chickens Cackled when the Machine Appeared / Viewed with Field Glasses by L.A. Perkins, James Agnew and Others. /

People living in Stratford, just outside Irvington, and residents in the southeastern part of Indianapolis are positive they saw an airship pass over Stratford about 5 o'clock last evening.

The strange craft appeared at a high elevation sailing from the northwest, according to those who saw it, and after making almost a complete circle over Stratford, turned toward the east as if following the course of the XXXIII National road.

L.A. Perkins, president of the Indiana Federation of Labor, and Mrs. Perkins watched it through field glasses. Their attention was called to the machine by James Agnew their next door neighbor. His chickens had begun to cackle when the machine appeared overhead. Several other people in the neighborhood watched the airship until it disappeared. All agreed that it was far too large to be a bird and shaped too much like a cigar to be a balloon.

It is described as having a cigar-shaped body, but pointed in front and cut off short in the rear. This body, according to estimates was about thirty feet long. Above it was a canopy protecting the center of the craft which contained the machinery.

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Two figures were seen in the center under the canopy. They could be seen by the aid of a field glass to be moving backward and forward slowly and rhythmically as if they were operating the machinery.

No propeller was distinguished by those who say they watched the airship closely, but the general description only vary slightly.

The Star last night communicated by telephone with practically every village and town surrounding Indianapolis, but no one else seemed to know anything of the strange creature of the air. The Langley airship is reported safe in its moorings (sic) and as far from flying as ever.

1903 September 15 (Tues) Indianapolis Star, p. 10.

AIRSHIP MYSTERY HAS BEEN SOLVED / Made of Barrel Hopps and Tissue Paper and Weighs Thirty-Three Ounces.

The Stratford airship mystery has been solved.

The strange craft was seen by people in Irvington, Stratford and Tuedo Sunday afternoon, made a landing in a cornfield opposite the home of Sam Manning, Michigan road street and Emerson avenue.

Fully fifty men and boys "saw it first" and considered it their own. Finally Leonard and Edward Manning, boys of 3 and 19 years old, took the train home.

Several hours were spent making repairs, and the machine will be ready for use again in a short time.

It is about thirteen feet long, made of numerous pieces of tissue paper, representing all the colors of the rainbow and some others.

In shape it is exactly like a submarine torpedo boat, even to the turret on the top. The total weight, including the wire framework to hold a piece of cotton saturated with alcohol, is 33 ounces.

1904 June 29 (Wed) Goshen Daily Democrat, p. 6.

The "Thunder-Stone." / Missiles from Heaven But Seldom Seen in Recent Years.

"The all-dreaded thunder-stone has been so seldom seen of late years that it has come to be regarded by the vulgar as almost legendary but the people of Bristol had reason one day lately to know its reality says Country Life [Engl.].

During a very severe thunder storm some masons at work on a scaffolding at Horfield state that they saw a thunderbolt coming toward them from the direction of South Mead. One of them lost his balance, and only managed to save himself from falling by clinging to a plank. The others had to hold on to whatever was handy.

They describe what they saw as looking like a dazzling ball of fire larger than a football. One of the men says: "It cleared our building but struck a neighboring chimney, but what because of it I cannot say." An utterly demolished chimney stack remains to testify to his veracity.

The thunderbolt has not been seen, but it is well known that these missiles usually come in contact with the earth at such velocity that they bury themselves.

1904 August 12 (Fri) Reno (Nev.) Evening Gazette, p. 5.

Somebody Was A Seein' Things, Sure

There's a fly reporter on a morning contemporary that should have his eyes tested.

Something is the matter with him.

Or else the universe is out of joint.

While on his rounds last night he saw a bright star, so he writes, in the east, that appeared to be worried about something. For a moment it would behave like any ordinary, well-bred occupant of the heavens, then it would suddenly dance about and threaten to upset half the planetary system. Others stars would take fright at its queer performance and in less time than it would take to say scat there would be a galaxy of excited orbs scooting about, bumping into each other and converting the eastern section of the solar system into a gigantic fourth of July display.

The people on the streets became alarmed. Old men from Kansas began to hunt cellars and several sporty rounders made up their minds to visit a Keeley institute at once. [alcoholics' cure.]

Men who had explored deeply the mysteries of the heavens were telegraphed the news, but before they could locate the disturbance it all stopped.

Somebody must have knocked his pipe from his hand or else Morpheus claimed him for his own. At least, just as suddenly as they began this war dance the night watcher of the heavens settled down into peace and quiet and not a star was seen to dance again, nor a planet to play leap frog with his neighbor.

This afternoon at Lick Observatory a careful diagnosis of the heavens was made and all appeared to be serene. The star that started the jamboree was not to be found and no damage seems to have been wrought by the strange performance.

Oh what a night,

Oh what a night,

Deliver us, O Lord,

From another such fright.

1904 August 14 (Sun) (Carson City, Nev.) Morning Appeal, p. 3.

THE RED STAR / It Continues to Puzzle Our Contemporaries.

For some days past people in the western portion of Nevada have noticed a strange red star which does not appear to be classified by the astronomers.

The orb is in the milky way between the horizon and the zenith, and has the appearance of a bright planet. It will appear with a suddenness that illuminates the heavens and then gradually recedes in brightness until it entirely disappears.

The star appears to be traveling toward the south and its form

varies, sometimes having the appearance of a winged wheel. The strange phenomenon would perhaps be explicated with the statement that it is a balloon, were it not for the fact that from Winnemucca, Wadsworth, Virginia City and other points the same stories have been received by wire. They all agree in one particular, that the star appears and disappears at intervals of from one to five minutes. Added to this is the fact that seldom before have falling stars been seen so numerous. They have been falling in constant showers all evening. This is also accompanied by sweet lightning.

At first this star was supposed to exist in the imagination of some of the Reno editors who confused it with the red light district of Reno, but it seems now to have effected (sic) the scribes of other localities.

Astronomer Friend possibly can solve the mystery. He says it is a joke. 1904 August 25 (Sat) Indianapolis Star, p. 1.

STRANGE STAR IN HEAVENS. / Phenomenon Seen in Nevada Illuminates Sky, Then Disappears.

RENO, Nev., Aug. 19.--(Special.)--A strange star in the east has been the cause of much interest throughout Nevada. The orb is midway between the horizon and zenith, and has the appearance of a bright planet. It will appear with a suddenness that illuminates the heavens and then gradually recede in brightness until it entirely disappears.

The star appears to be traveling toward the south, and its form varies, sometimes having the appearance of a winged wheel. The strange phenomenon would perhaps be explained with the statement that it is a balloon were it not for the fact that from Winnemucca, Wadsworth, Virginia and Carson the same stories have been received.

They all agree in one particular, that the star appears and disappears at intervals of from one to five minutes. Added to this is the fact that seldom before have falling stars been so numerous. They have been falling in constant showers. This is also accompanied with sweet lightning.

Sat June 11, 1904 p. 9--See a Mirage in Sky.

CRAWFORDSVILLE, Ind., June 10.--(Special.)--A mirage was seen between this city and Lagoda last Sunday evening by Mr. and Mrs. Charles Goodbar and Mr. and Mrs. Joseph Wingest, well-known people of this city, who were driving here from the country. They saw what appeared to be a lake studded with numerous isles and the strange phenomenon persisted just a few rods in front of them for nearly an hour.

1905 April 4 (Tues) Journal des Debats, p. 1.

Strange Phenomenon.--For the past several days, a luminous disc has appeared every evening above Cherbourg, between 8 and 10:30 p.m. This disc shows a [lens shape, enlargement] measuring 15 cm. in diameter, with a halo which can be evaluated at 75 cm. The projected light is direct, but it disappears at ~~xxx~~ certain intervals.

The Cherbourg special police have informed Vice Admiral Besson, the maritime prefect, of these facts. The ~~xxxx~~ chief commandant of the district is of the opinion that we find ourselves in the presence of experiments with signal lights made by an English torpedo-boat with the aid of a captive balloon. The experiments consist of measuring the range at which ~~xxxxx~~ a ship can make signals to the English coast. Whatever it may be, the maritime prefect has given instructions that torpedo boats which cruise at night and signal posts observe the ~~xxxx~~ signalling phenomenon with strictest attention.

These facts have likewise been called to the attention of the government. Wed. April 12, p. 2.

The Cherbourg Meteor.

The luminous disc which every night travels over the circle of the horizon of Cherbourg continues to be the topic of the times. Many diverse hypotheses have been given out to explain the presence and ~~xxxx~~ nature of the meteor. Some say Jupiter (at this moment invisible in our hemisphere), some a comet, etc. In fact no one knows anything.

There was announced the ~~xxxxx~~ forthcoming arrival of an American scientific mission desirous of studying this new cosmic phenomenon. That is fine; but it is regrettable that the Central Meteorological Bureau and the Paris Observatory cannot, [to their discredit], send, in several hours by railroad, some French scientists to make an inquiry.

1905, April 4 (Mon) Le Temps (Paris), p. 3a

LUMINOUS AERIAL PHENOMENON OBSERVED AT CHERBOURG.--Our Cherbourg correspondent sends us several indications on the subject of a rather curious aerial phenomenon observed in that region for some days past. [What is involved] is the regular appearance nearly every evening, above the town, of a luminous disc whose diameter measures, as well as can be estimated, 15 centimeters, with a halo of about 75 centimeters of diameter.

The marine administration, [when] informed of these matters, ~~xxxxx~~ believes that it is due perhaps to luminous signals sent out at sea by an English torpedo boat, by means of a captive balloon for example; the signal posts on the coast have received the order to keep watch on the phenomenon.

On the other hand we have asked the advice of M. Lucien Rudaux, director of the observatory of (Douvillle), near Granville (Manche), and having consequently special experience with that celestial region [i.e., with the sky in that region], M. Rudaux does not think that the phenomenon "can be astronomical"; it corresponds to nothing similar observed up to the present by [any astronomical station or other]. The dimension indicated for the luminous disc [is problematic]. We know--and it is a fact--that the disc of the moon, observed at 57 centimeters from the eye presents a disc of a half-centimeter, being that of a wafer. The Cherbourg Star--if it is indeed a star--has its 15 centi-

meters of diameter, thus making it enormous and wonderful by comparison, and the hypothesis of a captive balloon is more believable.

It is equally inviting to set aside the hypothesis of a bolide, because this bolide could not return to the horizon several days in a row, likewise [the hypothesis] that it is the comet recently announced by the Nice observatory in the constellation Orion, because that comet is of the 12th magnitude, and when it passes over our northern regions it will not be visible to the naked eye.

1905 April 11 (Mon.) Le Figaro, p. 4.

In the Departments / The Cherbourg Star.

Cherbourg.--An officer, charged by the maritime prefect to take up the observations of a strange star which for several days past has intrigued Cherbourg people, believes it is possible to show that it is Jupiter. The inexactitude of this [assignment] has been plainly established. One is tempted to believe that it is a phenomenon which ~~xxxx~~ astronomers have not yet had to study.

Th. April 13, p. 4. In the Departments. / The Cherbourg Star (continued).

Cherbourg.--Commandant Kalloch de Kerillis, of the battleship Chasseloup Laubat, relates the following note:

The position of the luminous body appeared to ~~xx~~ officers of the Chasseloup Laubat, who observed it, too distant from that which would have been occupied by Venus at that hour; moreover neither did the nucleus correspond in appearance to the crescent form of that planet; but, given the inferior conditions of observations in which the ship had on the sea, they do not believe it possible to draw a firm conclusion. Moreover, they add, if it were a celestial body it would have been seen by the observatories, whose opinion on the question already has been given.

Journal des Debats, April 14, p. 3. The Cherbourg Meteor.

It is known that the maritime prefect of Cherbourg has charged ship's captain Kalloch de Kerillis to examine the much-commented-on meteorological phenomenon. That officer related to newspapers a note in which he reveals that he and his colleagues hesitate to recognize the planet Venus in the luminous body which intrigues the Cherbourg people and savants ~~xxxxx~~ alike.

1905, April 12 (Tues) Le Temps (Paris), p. 3.

THE LUMINOUS PHENOMENON AT CHERBOURG.--[It has been announced] from Cherbourg that orders have been given to ships [maneuvering] at sea to try to observe in a precise fashion the sort of mysterious and brilliant star appearing every evening above the town. Several observers have [claimed] to see there the planet Jupiter, but that [appears to be altogether unlikely from an astronomical standpoint]. [Now] it is necessary to wait for new investigations [proceeding] from the astronomers.

1905 April 13 (Wed) Le Temps, p. 37

(card 1)

THE LUMINOUS PHENOMENON AT CHERBOURG.--The luminous phenomenon at Cherbourg continues to attract attention and pique the curiosity. Diverse hypotheses have [crumbled]. The possibility of experiments made at sea with a luminous captive balloon is spoken of once again. The astronomical hypothesis still claims partisan savants. We have asked the advice on this subject of master [Dr.] Camille Flammarion. Here is what he would have us say:

It is truly strange that during the six days when they observed with amazement that "mysterious light," the people of Cherbourg have not compared [it] to Venus, which [is now set in the heavens with a bright and fiery luster.] This absence of comparison makes me think that they simply all take the "Shepherd's Star" for a "new star," forgetful of Homer, Vergil, Dante, Lamartine, and Musset. It is true that Lamartine himself, in his fine poem "Evening," committed a heresy of another kind in making Venus rise in the evening from the horizon where she should set.

Anything whatever, added M. Camille Flammarion, there is neither another star, planet or comet in this region of the sky except for Venus; moreover this cannot be a meteorological phenomenon.

Our Cherbourg correspondent gives us a conclusion similar to that of M. Flammarion. He confirms what we have already reported here, that is to say, that the maritime prefect of Cherbourg has prescribed [requested, ordered] the commander of the Chasseloup-Laubat to observe the luminous point during the twenty-four hour trial at sea of his ship. The commandant, in his reply addressed to the prefect, was of the opinion [that he found himself in the presence of] Venus or Jupiter. Our correspondent remarks, moreover, that this hypothesis will soon have astronomical confirmation, if such is the correct hypothesis because each day now Venus sets a little sooner: on April 15 she sets at 20 hr. 54, or 8:54 p.m.

If what people take for a wonder [turns out] to be obedient to scientific laws, what they find [could well be] Venus.

[Out of] the suppositions made to establish a sort of provisionally complete history of the wonder, we indicate [several] which have been tried: It is really a developing comet, or a halo coming from a deviation of the solar image, or perhaps a luminous phenomenon of the magnetic type. We have seen that none of these suppositions [prove] satisfactory to the astronomers, nor answer to what earlier astronomical observations have indicated.

[With all due caution], then, we report that people are said to have glimpsed above Tunis, about midnight of 10-11 April, a luminous globe like the one at Cherbourg: it was visible only for a span of several minutes and disappeared at the edge of the sea, leaving behind itself a luminous train. In the latter case it seems likely that what

is involved is a lollie of altogether ordinary appearance. At the Paris Observatory no one regards the phenomenon as being of the astronomical type, and pending later news, no one there attaches any importance to it.

(26) last and which perhaps (accounts for) the Cherbourg phenomenon abruptly ceased.

The Bourges Observatory, by reason of its geographic position, cannot, however, undertake any observation of what happens in the sky above the Manche (English Channel) department. The only observatory relatively well placed to undertake observations of this type is that at Donville, near Granville, directed by M. Lucien Fudaux: it is a private establishment which operates with its own resources. Many of the marine (naval?) observatories are charged (ordere) only with what concerns navigations and the regulation of chronometers and their stock of astronomical implements is very limited.

Strange Light in the Sky.

...Did anyone see a strange light in the southern heavens about 10 o'clock on the evening of March 27? Several people in the neighborhood of Cardiff saw an appearance like a vertical beam of light, which was not like (they say) to a searchlight or any such cause! Unfortunately, I did not see the phenomenon myself: perhaps some of your readers may have been more fortunate. It was on the southeast horizon as seen from Cardiff. Alienishen. Arthur Mee.

April 28 p. 264. Strange Light in the Sky.

[364.]—I am sorry I did not see the light referred to by Mr. Arthur Mee (letter 311) p. 220 of the 14th, but it brings to mind what I saw twelve months back. "Sorry I did not keep the date." Two shafts of light, one very bright, the other fainter, which I took to be a reflection of the brighter one. I had about half a mile to walk to my house, and on watching it it seemed to be travelling away from the earth, disappearing from view in about forty minutes from my first seeing it. The fainter one disappeared first, and the other about fifteen minutes later. It was well up in the heavens and in a southeasterly direction at the time of my first seeing it, about 9.00 p.m.; time of disappearance about 10.10 p.m. I felt convinced that no light from the earth could produce such a sight. I was eager to get "Ours" (H.M.) on the following Friday to see if there was any mention of it but I saw nothing. Neither did I in the local papers, and as far as I could ascertain, there were very few people who did see it. What struck me was that the time and position are about the same as Mr. Mee stated. / George A. Gray. / K Cransley Waterworks, Kettering.

May 5. p. 257. Strange Lights.

[384.]—I beg to thank Mr. Gray for his letter (364). I have long had a suspicion that outbursts of light are at times to be seen that are not aurorae, &c, and yet have no apparent terrestrial cause. People write to me from time to time about these things from districts where there can be no possibility of furnace glare, &c, as a cause. What is the explanation? Needless to say, I do not refer to the "Revival" lights. E / Cardiff. Arthur Mee.

1905 April 14 (Th.) Le Temps, p.

In the last hour our Chergourg correspondent, informing us that the officers of the Chasseloup-Laubat, after having coordinated their observations were unable to dismiss from consideration entirely that a comet is involved; but because of imperfect conditions by the sea where these observations are found, they do not believe they have been able to draw a firm and certain conclusion. However, if it is in fact a comet, the astronomical observatories (could not be late in establishing it). Up to the present none of them have mentioned the probability of a phenomenon of this type in that region of the sky.

1905 April 15 (Sat.) Le Figaro, p. 4. In the Departments.

Another Star.

Nantes. The lighthouse keepers at La Banche have glimpsed in the night between (April 11 and 12, a luminous body, which they supposed to be a balloon seeking to land. They prepared to make signals to (those aboard) a wreck, the steamer Lucien stranded not far from there in order to arouse them, but the object disappeared in the direction of Exzaxx Croisic. These courageous people were astounded when the steamer Archimede came (bringing) supplies, brought them newspapers informing them of the observations made at Cherbourg.

Mon. April 17, p. 4. The Star.

Perpignan.—At Palada, near Amelie-les-Bains, a luminous ball hovered over the village last night, from 10 o'clock till midnight.

1905 April 16 (Sun) Indianapolis Sunday Star, p. 3.

Americans to Study Strange Luminous Body. / It Appears Nightly Off Cherbourg and Has Baffled French Scientists' Investigation. / [By Star Special Service.]

CHERBOURG, France, April 15.—An American scientific mission is coming to Cherbourg, it is reported, to investigate the curious phenomenon of a luminous body which appears nightly far seaward off this port. French astronomers have investigated without result. The phenomenon causes much local excitement.

The light first appeared on the evening of April 3 as an enormous luminous globe. After passing slowly over the city at a great height seemingly it vanished at 11 o'clock.

Opinion was divided as to whether the light was on a balloon or was a meteorological phenomenon.

The maritime prefect brought searchlights into use, but their rays did not penetrate to the height where the light shone. Several military officers said they saw the light change in color from a red to green.

April 16 p. 9.—Star May Cause a Duel. / New Astronomic Wonder / Seafaring Men Say the Light Is a Brand New Luminary and Observatory Director Says It Is Venus. / [By Star Special Service.]

PARIS, April 15.—The astronomic wonder at Cherbourg continues to interest the inhabitants and star gazers, and the mystery of the light is still unsolved. General amusement is created by the fact that the director of the observatory at Cherbourg's Arsenal is in flat contradiction to the officers of the French man-of-war Chasseloupha Laubat, the latter asserting that it is a new star, and the former that it is Venus.

If the discussion be much prolonged it will probably be settled only by a duel. Camille Flammarion thinks it must be Venus and says the Captain of the meanest fishing boat ought to be able to say whether it is Venus or not by looking at his almanac.

A similar luminous phenomenon is now reported from Tunis, and is said to blink and to last for two minutes about midnight and then to disappear in the sea.

May 4, 1905 (Th) Indianapolis Morning Star, p. 1.

Logansport Sees a Light; Thinks It May Be Comet. Peculiar Luminous Body Appears in the Heavens and is Watched by Scores. / [By Star Special Service.]

LOGANSPORT, Ind., May 3.—Scores of people noted a peculiar light in the southeast heavens last evening and stood for hours watching it. Charles E. Johnson, Pacific Express route agent, was the first to discover its peculiarities. He was unable to account for them unless on the hypothesis that it was an airship.

He called up police headquarters, and policemen, reporters and others formed a crowd that obstructed the street as they stared at the sky. The light alternately appeared bright and dim, appearing to move sideways and then recede until it wholly disappeared, to return later with increasing brilliancy. It was first noted at 8 o'clock and watched until midnight, when it faded. Local astronomers say no comets are visible at this season.

1905 May 28 (Sun) Indianapolis Star, p. 24

Flying Snake in King George. / Reptile with Wings That Fed on Birds, Killed in Virginia. / [By Star Special Service.]

COMORN, Va., May 27.—A most uncommon and remarkable "flying

LUMINOUS PHENOMENON AT CHERBOURG.

—The commander of the armored cruiser or battleship Chasseloup-Laubat, whose report to the maritime prefect on the luminous phenomenon at Cherbourg we have mentioned here, concludes [that what is actually involved is actually] a celestial body. Is it the planet Venus? The officers of the Chasseloup-Laubat do not want to affirm it a priori because the position of the luminous body (is somewhat far away) from that which the planet is due to occupy at the hour when it has been observed; besides, the "nucleus" does not appear to correspond with the crescent form of that planet. It is well to mention that these baffling luminous appearances can occur most especially with Venus, which as an astronomical object has been baffling in many circumstances (aspects). Her brightness is most particular; it is most admirable when she stands at greatest elongation from the sun and sets three hours later than the sun.

That planet probably rotates in a year of 224 days 16 hours 49 minutes, at a distance of 108 million kilometers from the sun, when the corresponding distance for the earth is 149 million. Surrounded by a very dense and thick atmosphere, which increases the difficulties of observation, Venus can be called, after the expression of Camille Flammarion, "the twin sister of the earth." But one can believe that the existence of living beings there is still less agreeable than on our planet; in effect, this "vessel of space [space ship]" is constantly surrounded by clouds and storms; one cannot distinguish there any geographic feature for certain; astronomers ask themselves now and again if it really turns on its axis, when the rotation of Mars and Jupiter can be demonstrated by a single night of observation in a way which appears incontestable. Perhaps this very strange world has perpetual day on one side and perpetual night on the other. Taking the volume of the earth for unity, that of Venus amounts to .999.

This planet is so brilliant that, as related by Arago, it can be seen occasionally in broad daylight with the naked eye; since earliest antiquity it has been observed, and was for the people a great subject (cause) for uneasiness. This brightness can be explained, however, (on the grounds that by the quantity of light and heat received at the surface of the earth being represented by one, the same) becomes (by calculation), 1.91 at the surface of Venus. This capricious planet also possesses what is called the phenomenon of the "secondary light," which is to say that sometimes she has been seen as if fully illuminated, (even in those parts which, as seen from the earth, were not illuminated by the rays of the sun.) One (has recourse), therefore, (to) the hypothesis, related by Arago, after Herschel, (that she) becomes under certain circumstances phosphorescent. One may also think that what is involved is perhaps an "ashen light" similar to that of the moon and which has its cause in the light reflected by the earth (or in this case,) by Mercury toward Venus. Then perhaps she has intense auroras borealis. Whatever the cause, one can expect many astronomical surprises in observing this symbolic planet.

These surprises can be accentuated for the moment by the fact that, according to what is reported by Abbé Moreux, director of the Bourges observatory, solar activity has recorded starting on February

(card 1)

"snake" that was captured and killed at "Berry plain," the home of John S. Dickinson, in this city, a few days ago, has attracted wide attention and excited no little interest. The curious reptile was first noticed flying about in the air with several feet of its horrid snake-ship dangling around, presenting the appearance, maybe, of an ordinary snake attached to a strange looking bird.

So far as is known, it never once descended to the earth and crawled on the ground after the manner of snakes, but it would occasionally light in trees and catch such birds as best suited its appetite and fancy.

It was finally killed and measured, and proved to be five feet long and about one inch in diameter of body. It had perfect wings of good size, and these were covered with feathers. "Berry plain," where the curious thing made its unceremonious advent and met its untimely end, is one of the finest plantations and homesteads in King George, and being situated on the banks of the Rappahannock, it is conjectured by some that the "flying snake" may have come from an impenetrable marsh of the river or some neighboring creek.

But this theory is not accepted by many, for, as far as can be learned, nothing bearing the slightest similarity to this serpent or reptile, or whatever it is, was ever before seen or heard of anywhere in this section of the country. Such a thing was hardly ever dreamed of by a certain professor of airship fame.

1905, July 23 (Sun) Indianapolis Star, p. 8.

Strange Light in Skies / Georgians Are Perplexed / Celestial Phenomenon Appears at Early Morn as a Bright Star Just Above the Horizon. / [By Star Special Service.]

SYLVANIA, Ga., July 22.--R. R. Mock of Sylvania and Mr. Vandeville of Atlanta were witnesses of a very peculiar and startling celestial phenomenon. They were driving in from a country trip about ten miles above Sylvania when just before 11 o'clock in the morning, they perceived a bright light coming up above the horizon in the east as if it were a very large star.

The waning moon was then some distance up in the sky. Mr. Mock remarked that it was the largest star he had ever seen and his companion laughed and said that it was the top of a tree on fire some distance away. Directly, however, the strange light rose higher and they both saw then that it was in the sky and not of the earth, it appeared to the two men about the shape and size of an old field stump on fire and the light would flash out on each side occasionally and then go back.

Gradually it rose higher, apparently at about the same rate as the other heavenly bodies, for they noticed that it remained at about the same distance from the moon all the time. At times it looked like a large lantern hung in the heavens and assumed different shapes until at last it became round like a full moon and as large and bright.

Both the gentlemen declare that the light from the strange body lighted up all the trees in the woods through which they were driving. They watched it intently until they arrived at Sylvania, about 3 o'clock in the morning, when they aroused a number of the citizens, who got up and looked at it; it then appeared to be several times as large as the largest star and was some distance up in the sky.

The strange visitor was watched intently until approaching day obscured its light and shut it out from sight.

1905 August 5 (Sat.) Imperial (Calif.) Press, p. 4 (card 1)

AERIAL NAVIGATION IN IMPERIAL VALLEY / Gigantic Airship Seen Passing Over Our Valley by a Number of Well-Known Citizens. /

Imperial Valley was visited last Thursday morning by a flying machine. Mr. John A. Jackson, a prosperous farmer living in the Silsbee neighborhood was driving a herd of fat hogs from his ranch to Imperial, and was one of the first men, so far heard from, who saw the aerial visitor. In order to take advantage of the cool morning for the comfort of his hogs, Mr. Jackson left home with them about midnight. About half past 1 o'clock when near the Wilsie place on the Main canal, four miles southwest from town, Mr. Jackson's attention was suddenly attracted by a very bright light being flashed on and around him, lighting up the midnight darkness with dazzling splendor.

For an instant he was well-nigh blinded by its brightness, and the hogs gave a few "booh! booh!" and bolted for the tall weeds. In another instant the light was gone and Mr. Jackson, on looking up saw that it was nothing less than the searchlight of an airship that had been thrown on him.

The machine, which seemed to be at least a hundred feet long, and propelled by immense wings, was almost directly over him, and about 300 or 400 feet above the ground. It carried so much light and was going so fast that it was hard to determine positively how it was built, but Mr. Jackson could distinctly hear the whirr of the machinery with which it was driven and is positive there was no balloon or gas chamber to hold it up. It moved with an undulating motion, apparently was under absolute control, and was going in a northeasterly direction, and judging from the time it took to get out of sight Mr. Jackson thinks it was flying at a rate of at least thirty miles an hour.

As soon as possible Mr. Jackson called up Mr. Wilsie, and he got a good sight of the machine and could witness the operation of the searchlight with which it was provided. Both Mr. Jackson and Mr. Wilsie agree that it was a most powerful light, and that the operator was making free use of it, flashing it about in all directions, but principally within a radius of a mile or two wide on each side of its path through the heavens. The course taken by the airship in crossing our Valley would cause it to pass a mile or two north of Silsbee and about the same distance south of Imperial.

The hour at which the trip was made was one at which our people

are stirring the least; no one unless it be a belated irrigator or a man engaged as Mr. Jackson was, being abroad at that hour. However, as practically all our people sleep out doors at this season of the year, there was doubtless a considerable number who were awakened by the searchlight and saw the aerial visitor. One of these was Postmaster Allatt of Imperial. He states that about half past one Thursday morning he was awakened by a sudden flash of light, which distinctly lighted up the walls of the buildings and the ground around where he was sleeping. His first thought was fire, and he sprang up to investigate. Instantly the light was gone, and after a few moments looking about he concluded it was some one passing along the street with a lantern had thrown the light on him unintentionally. Having satisfied himself there was no fire he was about getting into bed again when he noticed what he took to be an immense bright star in the heavens. As Mr. Allatt himself says "You know a man's mind don't do its best work when he is startled out of a deep sleep," so he failed to remember the astronomical fact that there is no star of exceeding great brilliancy in the eastern heavens at this season of the year at 1:30 a.m. He therefore turned over and went to sleep and thought no more of it till Mr. Jackson arrived in town at an early hour and told of the sight he had witnessed. Then Mr. Allatt realized that it was the flash of the searchlight from one of the most wonderful inventions the world ever witnessed, that had roused him from his slumbers, and that what he supposed was a bright star in the eastern heavens was nothing less than a wonderful airship, perhaps the most successful ever launched, and which, on its flight through the air, made an early morning visit to Imperial Valley.

The men whom Mr. Jackson got to help him gather up his hogs and bring them in to town after their scare by the airship, also distinctly saw the machine and witnessed its movements. All who saw it agree that it was a flying machine and not a dirigible balloon.

It was kept up and propelled by immense wings and seemed to be steered by some kind of arrangement which extended straight above the machine and worked back and forth, giving it an undulating motion. Mr. A. J. Morey, whose farm joins Mr. Wilsie's, also saw the airship as it passed almost directly over his house. All who saw it are unanimous in stating that it was certainly being operated successfully, and that it carried a very powerful searchlight, as well as a number of smaller lights on the body of the machine.

Much interest is displayed by our people concerning this aerial passer-by, and it is hoped it will stop on its return trip and give us all a chance to see the machine and meet the operators. If it is some newly perfected one out for a trial trip we commend their judgment in selecting our Valley for part of their path, and hope they will soon establish a line to run regularly from this Valley to San Diego.

The development of aerial navigation has been carried forward with such rapidity within the past two years, that the successful flying machine, the one that will make travelling through the air a commercial possibility, and a safe and comfortable method, can be expected to reach perfection at any time. It is the next great invention and is now due.

Nearly two hundred models of machines for navigating the air were exhibited at the World's Fair at St. Louis last year, and there are hundreds, perhaps thousands more that inventors were working on that were not exhibited there. Successful flights are recorded daily in the great papers, the correct principle is well known, and it has been believed for some time that it was only a question of experimentation to determine the proper material and correct adjustment to make aerial travelling safe and popular. The flying machine seen passing over our Valley appears to combine all the requisites of success.

12, J. Silsbee. / Silsbee people who were abroad at an early hour last Thursday morning were treated to a good view of a genuine airship which passed over, sailing in an easterly direction. The ship appeared to be about 100 feet long, was operated with wings and carried a powerful searchlight. It was seen by a number of people.

1905 August 31 (Th) Indianapolis Star, p. 12.

LIGHTENING'S PRANKS / A Farmer's Weird Tale. / Insists Fire Balls Chased Dogs Around Barn--Animals Disappeared While Men Were Unconscious, but Finally Returned. / [By Star Special Service.]

OAKDALE, L. I., Aug. 30.--Of all the remarkable tales of thunder and lightning told on Long Island since the first storm startled the aboriginal inhabitants, that related by the farm and stock hands on the Bourne place here is the most wonderful. It is not required that the story as related be accepted without being questioned; indeed, it is not expected that it will escape being taken with the usual grain of salt--perhaps several.

The story, which several employees on Commodore Bourne's Indian Neck estate vouch for, is in effect, that last night, while a group of men were gathered in the big barn to escape a wetting, several big balls of fire dashed in through the open doors.

A half dozen valuable dogs--some of them pedigreed animals--lay on the barn floor asleep. They were aroused when the fiery spheres made their appearance, and at once put chase to the glowing circles. Round and round the barn went the balls, hotly pursued by the dogs. The farm hands watched the canine-electric circus eagerly, and were preparing to place small wagers on either dogs or fire balls as winners when there came a succession of loud reports and the men were thrown down in a confused heap on the floor. The fire balls had exploded and the men were much shocked.

When they regained full possession of their faculties the men looked for the dogs but not a trace of them was to be seen; they had vanished completely.

A careful search of the nearby portions of the big Bourne estate did not result in locating the valuable canines, and the men were dis-

may do. They could not find any trace of the "disappearance." They were not dead. They were blown into the traditional "withereens" by the wind. The question that confronted them was, "Where are they?"

The search was renewed, but without success, and late at night, after the clouds rolled by and a full moon appeared, the anxious employes were out hunting for the dogs, but no canines answered their calls and whistles.

This morning, however, the dogs were about the place, apparently as well as usual, and the anxiety of the men was relieved.

The dogs, however, have not revealed their whereabouts during their absence, but merely wag their tails and fawn upon the men to show their joy at being home once more.

1905 November 10 (Fri) Indianapolis Star, p. 2.

WHALERS SEE A MIRAGE / Brilliantly Lighted City Appears to Them in Arctic Regions. / [By Star Special Service.]

SAN FRANCISCO, Nov. 9.--Mate Pease and the crew of the whaling bark, Gaymend report having seen a mirage of a city while cruising 75 miles west of Frisbylov Island in the Bering Sea.

There was shore line and rising above it were thousands of lights twinkling along a hundred streets. Here and there apparently at prominent corners were larger lights, and along the shore were myriad of lights showing the wharves.

The mate and his men knew this must be a mirage, and that for hundreds of miles beyond where these lights flared out was only an expanse of water. The mate called Capt. Fisher and he looked upon the scene and was bewildered. There was no accounting for the wonderful sight. This city seemed as real as San Francisco seems to a vessel anchored in the channel near Goat Island.

When daylight came the spectacle faded away and in all directions was only the heaving bosom of the sea, with no land in sight and no great city within thousands of miles.

1905 November 26 (Sun) Indianapolis Sunday Star, Magazine Section, p. 35.

Mystery of the White Robed Flying Woman Who Strangely Hovers Over a Town. (card 1)

Five times since the first day of June a woman, robed in white, with long clinging draperies, has flown over the town of Voltana, in northern Spain, and the people of that entire district of the Pyrenees are in a state of religious fervor and excitement, expecting each day to hear the blast of a bugle--or the call of a voice from the skies.

The astounding message of the fifth flight of the woman over the town has just been received at Barbastro, together with the statement that scores of persons standing on the mountainside, scores in the streets of the town, and many from their homes and their fields knelt where they were and watched the flight.

The woman--or whatever it is--came from the northward each time--from the direction of Algnotic Mt. Perdu--one of the highest peaks of the Pyrenees--and disappeared to the southwestward among the peaks of the Sierra de Guara.

There was no sign of any balloon or wings or other appliances--it was as if a woman garbed as an angel but without wings, floated over the town, slowly, unhurriedly--and three of the five times against a strong wind, blowing either from the south or the southwest.

News of this mystery of the Pyrenees has reached England through the report of an English mining expert in that region, who, although utterly unable to give any explanation of the seemingly supernatural phenomenon, declares stolidly that he is of the opinion that someone--or some organization (religious, he believes) is playing upon the superstitious people of the mountain region for purposes unknown, but how, or why, or by what means any trick could be played he does not state.

His investigations--according to his own admission--have shown that over 240 persons have seen--or claim to have seen--the mystic figure, to them the symbol of some great happening upon earth, float from north--evidently from some place on the southern summit of Mt. Perdu, come straight south over the village and disappear over the wooded crest of Terlusoo--a low peak south of the town in the Sierra de Guara. He, while utterly repudiating any idea of the supernatural in connection with the occurrence, admits that, beyond doubt, something did fly over the town and that the something appeared to be a woman wearing long, flowing white robes. He also declares that, as far as he can ascertain, there was no kite, balloon, or other means of sustaining any such figure to be seen in the horizon, and he admits, rather reluctantly and with some reservations, that the figure had none of the appearance of a kite in itself, and his first theory that the figure was a cunningly built kite, shaped in the form of a woman, was rather shaken by the fact that, on three occasions, it travelled directly in the teeth of the wind.

Volanta [?] is one of the most picturesque towns of the Pyrenees and is situated in the heart of Huesca Province--in the beautiful, heavily wooded foothills of the Pyrenees, which there begin to slope northward toward the skies, up and up, until the skies and mountains meet in a blur of hazy blues and browns at the summit of Mt. Perdu and Mt. Maladetta, two of the great barriers that divide the fashions of France from the picturesqueness of Spain. The people are poor, mostly ignorant, intensely religious, and ruled by the Church with a strong hand--a hand stronger than that of the banditti that ruled there only a few years ago.

The town contains perhaps 450 souls and is set picturesquely down among the hills at the side of a little stream that tumbles down from the rugged mountains into the fertile and lovely valley of the Cinca, a few miles away.

Thursday, June 1, was a saint's day in the picturesque little church on the hillside, just above the quaint little village, and most of the women of the town were there--and most of the men who were not in the fields or the little shops or driving the tinkling mule trains up toward the mines in the mountains. Father Mindre, the priest, was concluding the mass when Pedro Pobrado, a mule-driver, rushed into the church frightened almost out of his senses, and threw himself prostrate before the priest praying and imploring him to give absolution, declaring that the end of the world was coming and that the warning angel was flying through the sky.

The priest slowly raised the man, dismissed the congregation, and within a few moments perhaps 40 of them stood with the priest in the churchyard and gazed upward toward the north.

Perhaps three fourths of a mile in the air the figure of a woman garbed in white was sailing, or flying, or floating slowly toward the south. It came directly over the church. Beyond the flutter of the garments there was no sign of life or motion. The right hand seemed half raised while the left hung easily at the side.

In an instant after beholding the spectacle the priest and the congregation fell upon their knees in the churchyard and remained in the attitude of prayer until the figure disappeared in the southward.

Only a few persons outside of the congregation even claimed to have seen the figure that time, and it was whispered among the others that the saint whose day they were observing had manifested herself to the congregation. It was noticeable, also, according to the Englishman, that the number of those who attended confession in the next week increased amazingly.

The entry of the woman who floated above the town spread among the entire mountain district, and there were great and generous gifts at the shrine of the saint.

On Friday June 16, at 3 o'clock in the afternoon, herdsmen from the hills south of town came running in terror toward Voltana, announcing that they had seen the woman in the sky to the northward approaching leisurely and only a few hundred feet above the ground. Almost before the herdsmen and mule drivers, panic stricken, reached the town the figure appeared above the trees on the hills to the north and floated gracefully southward, turning southeast when over the town, and disappeared.

The second appearance threw the entire district into a frenzy of excitement. Wild, weird tales were told of the woman and her appearance. Some vowed that she carried a flaming sword aloft, others declared that she held a cross in her hands, others that they saw her lips move in prayer, and some vowed that she carried close to her breast the form of an infant.

These are declared to be but the pictures drawn by excited imaginations of the superstitious and ignorant, and the best informed declare that there was no motion beyond the flapping of garments.

Many of those who swear that they saw the additional phenomena are known to have remained with their faces to the ground during the four or five minutes occupied by the passage of the figure over the town. One woman who saw the figure from the window of her cottage vows that she heard the sweetest song of all the world--an angel song--while the figure was passing over.

Three days later--on the Sabbath day, just before the darkness came--the figure passed over the town again. It was seen by not more than fifteen persons, but among them were two Jesuit missionaries, who made a careful observation of the figure, but, despite this, could add nothing to what already was known.

Word of the strange appearances and disappearances of the female had spread by that time to Huesca and Barbastro, and thence to Madrid even, and excited great wonder. Foreigners, especially English mining engineers and others, were incredulous and ascribed the entire "miracle" to the overheated imagination of the superstitious Spaniards of the mountain region.

On Tuesday morning, June 20, shortly after 7 o'clock, the figure again passed over the town, this time nearly a mile in the air and in the teeth of a high gale that was blowing from the southeast, off the Mediterranean, and this time the figure was seen plainly by at least two Englishmen, Ben Carniff and Ralph Allison, who were on a walking tour of the country. Carniff carried a pair of small field glasses, which he used to watch the movements of the figure. He admits that he was so astounded that he forgot his glasses until the figure had passed over him and was moving southwestward, but he says that through the glass it had every appearance of a woman's figure, and that he observed her feet, which seemed to be clad in some soft soleless sandal, protruding from the flowing draperies when they shifted with the wind.

The fourth appearance climaxed the excitement. Predictions of every kind were made by the frightened people, who declared, or most of them did, that the woman had come to warn the town of some great calamity which they believe impends.

Carniff and Allison, fearing to arouse enmity among the natives if they expressed their doubts as to the genuineness of the figure, determined to make an effort to solve the mystery. They had noted carefully the direction from which the figure had come, and Carniff, with his glass, had marked the spot where it seemed to descend among the trees.

For two days they searched to the northward among the southern slopes of Mt. Perdu and in the foothills, covering miles in each direction, but finding no trace of a starting point. Nor could they find any one within two miles of Voltana to the north who had seen the figure. They covered the ground carefully all the way, and, failing to find any clue, turned to the southward and searched among the foothills of Sierra de Guara, especially near the spot where the phantom--or whatever it is--disappeared. For three days they scoured the country around about, but without success.

GHOSTS AND BALLS OF FIRE. / Scare Residents of Shavertown Away from Haunted House. / [Star Special Service.]

MIDDLETON, N.Y., Dec. 23.--Residents of Shavertown, in Delaware County, are greatly excited over a haunted house in which ghosts hold nightly revel. The ghosts have not been seen as yet, but many persons declare that balls of fire rise from the ground and drift slowly into the house. Others say that lights have been seen about the house and ghosts and laughter have been heard. The house was once occupied by the late Levi D. Shaver.

Several parties have started out at night to enter the house and defy the ghosts, but have been scared away by the noises and the balls of fire.

1906 March 22 (Sun) Indianapolis Star, p. 33.

[Chinn, Ind. haunted by several ghosts: one, of a girl, disappears down well leaving flicker of light.]

Th April 12, 1906, p. 3.

SPOOKS AND BALLS OF FIRE. / Strange Things Seen on Chinn Farm in Warrick County.

Evansville, Ind., April 11.--A large party of men and boys from Dill, Ind., visited the old China farm in Warrick Co. for the purpose of seeing if the house on the place was haunted. They remained at the place for over an hour. They say they saw large balls of fire come from the old well, traveling to the house, fall through the roof and go back again to the well. It is also said flames appeared in the old graveyard. The form of a young woman was also seen to come from the old well and when approached by the men it disappeared again to the well and jumped in. There is said to be much excitement in the neighborhood. The party intends to return to investigate further.

1906 May 13 (Sun) Indianapolis Star, Mag. Sectn, p. 6. (card 1)

HAIRY GIANT IS A "HOWGLI" IN REAL LIFE

According to arrivals from Comox by the steamer City of Nanaimo, the residents of Valdez Island, near Comox, B.C., have been terrorized of late by visits from Vancouver Island's now famous "Howgli." A rancher from Valdez Island reported that the wild man of Vancouver Island is at present on Valdez, and by the description of the creature which he solemnly asserts he saw, including the corroboration of half a dozen others, the "Howgli" is undoubtedly the same as seen near Horne Lake two months ago.

A family named Pitcock, residing on Valdez, last week was frightened one night about 10 o'clock while sitting at supper by seeing a ghastly face looking through the window into the room. The face was covered with long black coarse hair, only a small portion of the skin being visible. Directly the creature saw he was noticed he uttered a diabolical scream, which was heard by ranchers nearly a mile away, and vanished.

A number of young farmers with rifles searched the vicinity the next day without success. Large prints of feet upon the soft earth of a flower bed under the window was the only sign of the monster who, according to those who have seen him, is nearly seven feet tall.

Twice during the next night the family heard a scream similar to that uttered by the wild man. All that day a careful watch was kept, but there were no signs of the "Howgli," although there were a number of footprints corresponding with those seen before, which were found along the creek that passed the Pitcock household.

The boys, however, determined to capture the individual that has created a panic among the female residents and the next night a dozen well-armed men concealed themselves near a stack of hay where the footprints of the "Howgli" were traceable. About 10:30 p.m. horrible yells were heard in the direction of the creek and after waiting for an hour some of the posse determined to go in that direction. They had gone up the stream about half a mile when the light of a lantern carried by the "Howgli" came into view. Hiding behind a tree the posse had a splendid chance to view this denizen of the woods. They describe him as very tall and powerfully built and with the exception of a few rags hanging from a belt at his waist he was entirely naked. His body was covered with long black hair and the face, which presented a hideous appearance, was identified as the same as that seen at the Peacock home the evening previous.

The men, after recovering from their fright, broke from cover, and one raised his rifle, but before he could find range the "Howgli," who had by this time discovered the farmers, threw himself into the icy waters and swam for the other side of the creek.

Nothing more was seen of him around the Pitcock residence, although two half-breeds of Alert Bay claim to have seen the same man a few days after.

1906 September 18 (Tues) Indianapolis Star, p. 4.

SHIP FOUNDERS IN AIR / Mysterious Vessel Afloat / Cigar-Shaped Object, Apparently Disabled, Passes Over Indianapolis. Is Seen by Thousands.

Swinging in long, graceful curves and continually turning round and round, a cigar-shaped object which had every appearance of an airship, passed over Indianapolis late Sunday afternoon and disappeared as mysteriously as it had come. The first sight of the unknown object was in Irvington, where it seemed to grow from a tiny speck in the distance into an airship which was apparently adrift and which could be controlled by neither rudder nor propeller.

Slowly the object moved toward the city and hundreds of persons watching its flight and wondering what it was and where it had come from. Speculations of a helpless airship with a passenger aboard were

heard on all sides and pity for the supposed helpless aeronaut was ~~gax~~ general. The shape of the balloon, its color and its actions in the sky left little doubt in many minds that it was an airship and that in it was perhaps some aeronaut awaiting death when it should collapse.

The balloon's flight was south of the city, but it was distinctly seen drop downtown. When it was near the center and to the south of the business district hundreds of persons noticed it and watched until it sank out of sight behind buildings in the west. The watchman in the Court House tower trained his glasses on the balloon, but said last night that it was too far from him to see whether it had or had not a ship's mechanism or any one on board.

It is believed that the balloon was 2,000 feet in the air. It seemed to make a circuit of the southern part of the city and disappeared from sight almost directly west. At no time when it was seen did it make any turn toward the ground, a fact that gave rise to the belief that the propeller, if such it had, was broken.

[Carap of Mr. Wild at State Fair just past.]

1906 October 8 (Mon) Indianapolis Star, p. 3.

SHIP FICATS OVER CITY / Hundreds See It in Flight / Air Craft of Modern Lines Appears in Southeast, Apparently Under Control, Travels East Against Blue Sky.

Rising from the horizon in the far southeast a cigar-shaped object bearing out in detail the appearance of an airship drifted slowly toward Indianapolis late yesterday afternoon and after coursing over a portion of the southern part of the city turned directly east and disappeared as mysteriously as it had come. The ease with which the balloon seemed to follow the guiding of its supposed aeronaut left no doubt in the minds of the ~~xxx~~ hundreds of persons who saw it that it was an airship of wonderful qualities.

The mysterious object appeared on the horizon shortly after 5 o'clock and with deliberate flight increased in size until its shape in detail could be easily detected without binoculars. It was too far away, however, for any of the details of the steering platform to be seen and only its graceful curves, caused apparently by the control of its mechanism, gave weight to the supposition that it bore a passenger who was an expert in the art of aerial flying.

As the object neared the city it began to come into prominence against the sky and attracted the attention of many persons, who watched it with awe until it decreased into a tiny speck, and finally became invisible. Its course seemed directly over the southern part of Indianapolis. It swept to the eastward with easy movement, slow and graceful, but suddenly turned directly northeast and disappeared.

1907 July 5 (Wed) Burlington, Vt., Free Press, p. 7.

SAW BALL OF FIRE. / Electrical Disturbance That Startled Burlingtonians Yesterday Noon.

A forerunner to one of the series of heavy and frequent thunderstorms that have characterized the early summer in this vicinity startled Burlingtonians yesterday just before noon. Without any preliminary disturbance of the atmosphere, there was a sharp report, the like of which is seldom heard. It was much louder in the business section of the city than elsewhere, and particularly in the vicinity of Church and College streets. People rushed to the street or to windows to learn what had happened and when a horse was seen flat in the street in front of the Standard Coal and Ice company's office it was the general impression that the animal had been struck by lightning and killed. This story was not long entertained, however, as the horse was soon struggling to regain his feet, which he soon did with the assistance of many men who disconnected the harness from the wagon, and was found to be all right.

Ex-Governor Woodbury and Bishop Michaud were standing on the corner of Church and College streets in conversation when the report startled them. In talking with a Free Press man later in the day Governor Woodbury said his first thought was that an explosion had occurred somewhere in the immediate vicinity and he turned, expecting to see bricks flying through the air. Bishop Michaud was facing the east and saw a ball of fire rushing through the air, apparently just east of the National Biscuit Company's building. Alvaro Adait, who was standing in front of his place of business at the corner of College and Mechanic street, also saw the ball of fire, as did a young man who was looking out of a window in The Strong theatre building. Another man with a vivid imagination declared that the ball struck the center of College street near the Standard Coal & Ice company's office, knocked the horse down by the jar and then bounded up again to some undefined point in the sky. He was unable to find any dent in the pavement, however, and in the absence of any explanation from the horse as to his actions, it is supposed the animal was frightened by the noise, jumped and slipped, having been hit rather short. The unusual disturbance was followed in a few minutes by a downpour of rain which continued, with a brief interruption, for nearly two hours.

1907 July 15 (Mon) Indianapolis Star, p. 1.

ZODIACAL LIGHT IN MAINE / Tropical Phenomenon Appears in Northern Latitude.

BRUNSWICK, Me., July 14.--A pronounced display of zodiacal light, a phenomenon rarely seen in these latitudes, caused much wonder in Brunswick and other Maine cities tonight. Beginning at 8:45 o'clock a great band of light passed through the city (?) from east to west. It was very bright for about 30 minutes, but after that space it gradually diminished and disappeared at 9:30. The band passed through the middle of the constellations Aquila and Bootes.

The movements of the luminous tract were recorded at Bowdoin College Observatory.

Astronomers describe the light as sunlight reflected from multi-tudes of meteorites revolving about the sun nearly in the plane of the ecliptic. The phenomenon is usually seen in the tropics after twilight or before daybreak in the spring and fall, but seldom appears in this climate.

1907 December 14 (Sat) London Times, p. 16e (card 1)

A LUMINOUS OWL / TO THE EDITOR OF THE TIMES.

Sir,—In the hope that, perhaps, if you can find room for it, some of your readers may be able to throw light on a strange story, I venture to send you one which I have received from a correspondent—a sportsman and field naturalist—whose statement of what he saw may be accepted with confidence.

My first impression on reading his letter was that a "Will o' the wisp," not probably uncommon in the neighbourhood, until exorcised by drain pipes, had wandered back to its old haunts, and that the writer had been privileged to catch sight of the lantern,

"Dancing in murky light o'er fen and lake
In his besetted, low, marshy willow brake."

But disappearance when disturbed into a neighbouring cover and later reappearance when the place is quiet again is more in accordance with the ways of a bird than with what is recorded of the doings of such uncanny lights.

It was an old belief that the common heron, like the salmon poachers in "Guv Manning," shows on occasions a light to attract fish within range of its extraordinary light; and Bishop Stanley writes that "there is a very extraordinary light said to be visible on the breast of a species of American bittern."

I am not aware of any record of other birds gifted in the same way. Is it possible that some tradition of the kind may be embalmed in the distinctive name of the common barn owl, *Strix flammea*?

The scene of the story, which must be told in my correspondent's own words, is in North Norfolk. In the interests of a probably feathered hero, I strike out more exact local references.

"Last Sunday evening" (December 1), "I had," he writes, "gone to post some letters about 7.45 p.m., the evening being dark and calm, with slight fog. I saw what I at first took to be the lamp of a motor-cycle proceeding rapidly on the road, about half a mile to the south, when it suddenly stopped, rose some yards into the air, and returned apparently several hundred yards and again stopped and rose higher into the air. I called the attention of some passers-by to it, but the countrymen merely said it 'looked funny,' and they had never seen anything like it.

"My groom's cottage being only a few minutes' walk, I called him out with his wife, and we looked at the dull lamp pursuing its aerial evolutions. Soon after I met my son, and, getting the services of a man, we crossed over to a parallel road to get a better view. Stopping by a gate, we had a splendid opportunity of watching it. Once it crossed the field in our direction to within about 200 yards of us, when it turned back and disappeared in a meadow by the stream. Negotiating a nasty fence into the meadow, we disturbed it and it rapidly flew and disappeared into Mr. ---'s plantation. About 10:30 I went again into the lane, and after waiting some time the bird (for such it certainly was) emerged from the wood and pursued the same tactics. It then alighted on the ploughed field, but rose after a few seconds, and, after flying round it, again alighted on the other side of the field, about 150 yards from where I was standing.

"It remained more than five minutes, during which time it passed twice across the field of my field-glasses, looked like a large lamp surrounded with mist. The light suddenly disappeared, and I saw it no more.

"I am quite convinced it was an owl."

Your obedient servant,
T. DIGBY PIGOTT.

Sheringham, Dec. 7.
1907 December 26 (Th) London Times, p. 2f (card 1)

A LUMINOUS OWL. / TO THE EDITOR OF THE TIMES.

Sir,—With so many more important matters clamouring for a hearing I am almost ashamed to ask you to find room again for my luminous owl. But if, before the fatal 29th shuts off all hope, you can find a corner for it, the following extract from a letter written by a Wells fisherman will, I think, interest many of your readers.

That an unusual moving light has been noticed, and that almost as certainly it is conveyed by a bird, is, I think, now proved beyond question. Not only has it been seen again by my first correspondent, but also later by a policeman on his night round, and, as I learn this morning, since seen by the wife and daughter of the squire in one of whose coverts the bird has apparently its home.

"On December [13] several of us fishermen [writes one of them] were standing on Wells-bar between 2 o'clock and 6. It was a very dark morning. About 4 we were all surprised to find something blowing about just like [blue] fire. Our mittens and the edges of our sou' wester were soon full; it hung to them like cobwebs, and some parts of it were very bright. I thought you would like to know about this, as it would be almost the same time the luminous owl was seen, and I do not see why it should not hang on a bird's feathers as well as it did on us. There were about ten of us, so I do not think we were deceived in what we saw."

I may mention, perhaps, that the letter you were good enough to publish had been reprinted in more than one local paper.

"In a curious book entitled 'A Wonderful History of All the Storms, Hurricanes, Earthquakes, &c.' (8vo, London, 1704[?]), occurs [writes the late Sir Henry Ellis, Principal Librarian of the British Museum] the following account of 'flames that appear upon the shaires open and beasts: their cause.' These are sometimes clammy exhalations

gathered in the air in small parts, which exhalations scattered in the air in small parts, which in the night, by the resistance of the cold are kindled by cleaving to horses' ears and men's heads and shoulders, riding or walking; and that they cleave to hair or garments it is by the same reason that dew cleaves to them, they being dry and attractive, and so more proper to receive them."

The / "Wandering fires, / Compact of unctuous vapour, which the night / Dondenses, and the cold [] round."

may not, since Milton's days, have so a completely disappeared from well-drained England as some of us had supposed. Your obedient servant, / Shearingsham, Dec. 24. T. DIGBY PIGOTT.

TO THE EDITOR OF THE TIMES.

Sir,—Will you allow me to add a little to Sir Digby Pigott's account of the luminous owl, which was published in The Times Weekly Edition of December 20?

I first observed this phenomenon in Shropshire, one evening in February, 1892, and when I mentioned it in school next day I found that several of the children knew of it, and said at once that it was a "glin oillert" (u broad, as in "full"). The derivation is obvious, and teachers in other parts of Shropshire have told me that their pupils knew both the term and the thing.

A pair of these birds, *Strix flammea*, lived in the buildings at a farm about a hundred yards from the school, and I watched them carefully. I saw the luminosity several times, but it was not so bright as Sir Digby Pigott's correspondent observed, and usually lasted only for a short time, though I could see the birds flying about after the luminous gleam had ceased. I never saw both birds luminous at the same time, and I am unable to say whether the male or female, or both, possessed this power. I went to their lair in the barn several times while one was exhibiting its beautiful gleam, thinking to find out which of the pair possessed the attraction, but invariably found both birds absent. I have seen both birds leave the barn in the evening, one luminous, and the other showing no gleam.

I thought the luminosity might be connected with the electrical condition of the atmosphere, but though it was usually brightest and lasted longest when the electrical potential of the atmosphere was highest, it was not always so. It sometimes happened that neither of the owls was luminous when the air was highly charged with electricity. Nor did the luminosity appear to be connected with the hygrometric state of the air; it appeared indifferently in moist or dry air.

I could observe nothing to indicate that the luminosity was under the control of the owl. It appeared to come from its breast, and the under sides of its wings and body. It always appeared when the birds were in poor condition, and not at other times. I ascertained this by visiting their lair about midday, after a luminous exhibition the previous evening. I visited them so often in this way that, after a time, they took very little notice of me.

When the owl is flying low, e.g., while searching the hedge-side in a country lane, this gleam is not visible; but as it rises suddenly to go over the hedge it exhibits it beautifully, and it is then rather trying to the nerves of horses and their drivers. I have often been startled in this way.

I have never seen a heron luminous, though I have been told of it by gamekeepers, poachers, and others who have seen it. I once thought I perceived it in a heron I was watching, as it was fishing in the canal one summer evening, but the gleam came from a hedgehog, which was swimming across the canal, and was easily explainable—it was reflected light from the bubbles of air clinging to its spines and hair.

I am, Sir, your obedient servant, / A COUNTRY TEACHER.
1908 January 9 (Th) London Times, p. 6c (card 1)

LUMINOUS OWLS. / TO THE EDITOR OF THE TIMES.

Sir,—The appearance of a luminous night bird in North Norfolk, which you were good enough to allow me to chronicle in The Times has attracted so much attention and given rise to so many questionings that, if you can, before finally dismissing the matter, find space to allow me to add a few words to what I have already written, I shall be much indebted to you.

I have this afternoon returned from a two days' visit to the gentleman on whose property the birds (there are two) have made themselves at home. Though not fortunate enough, as I had hoped, to see them myself, I have personally interviewed ten trustworthy witnesses of the many who have been more favoured, including, among others, the wife, daughter and son of my host, the last an officer who served in the South African war, his bailiff, a policeman, the village schoolmaster, and the clerk and porter at the railway station.

I cannot expect you to spare room for the details of the stories they have to tell, interesting though they would be to every one who cares for natural history, and will only say that, unless evidence, one-half of which would be considered by any Court of law sufficient to hang a man, is to be entirely ignored, there can be no doubt that a pair of birds carrying a yellowish light, so strong as to have been when first noticed mistaken by two men at different places for bicycle lamps, have during the last few weeks been seen by some one (often by many people at once) almost every night hawking, like barn owls, along the hedge rows on brook side, resting for five or ten minutes at a time or a gage or trees, and every now and then swooping on to the ground.

A swopp a few nights ago was, the schoolmaster told me, in his hearing followed immediately by what he believed to be the squeal of a young rat.

Perhaps the most interesting story of all was that told by the farm bailiff, who assured me that when one of the birds, which he had been watching for some time as it hunted round a wheat stack on a very dark night, flew off and lit on a tree, which he pointed out to me, on the other side of the field, the light it gave out was so strong that he could see distinctly the outlines of the branches round it.

I confine myself to a repetition of the facts as told to me, and

do not attempt to offer any explanation. But to no one who has puzzled over the phosphorescent trail of such small creatures as centipedes on a damp autumn evening, or read in the reports of the Challenger expedition or elsewhere of the wonderful light-carrying contrivances of many deep sea fishes, will the phenomenon appear either impossible or unnatural.

If the use or purpose is asked, none who as boys have caught sparrows with a bull's eye lantern or watched the startled amazement which for a moment paralyses a dormouse if a match is struck suddenly and held to the cage, will have any difficulty in finding a possible answer.

If, as your correspondent "A Shropshire Teacher" believes, the light is brightest when the bird is in a poor condition, one might be tempted to fancy that nature, red in tooth and claw, may have her softer moments and be ready at times to step down from the iron pedestal from which she watches with impartial eye the struggle for existence, to lend a hand to help the lame dog over the stile.

From stories which have reached me since "luminous owls" became the talk of the neighbourhood I am inclined to think lights of the kind may be less rare than has been supposed, and that, but for the fear of ridicule, we might oftener hear of them.

I should like to repeat some of the strange tales told me, but have already, I am afraid, put a dangerous strain on your patience.

Your obedient servant,

T. DICBY PICCOTT.

Sheringham, Ban. 7.

1908 January 1. (Tues) London Times, p. 6b.

LUMINOUS BIRDS. / TO THE EDITOR OF THE TIMES.

The curious phenomenon of a luminous bird described by Sir Digby Piccott lately in your columns will, I hope yet obtain explanation from observers of natural history. Such an appearance, though it was spoken of as "the waxwing hoax," and a good deal of "joking and hoaxing" was mixed up with it, is known to have occurred in 1898 between March and October, and in the autumn of 1899, at Greystoke and at Skelton. The keeper at Greystoke believes that it was the work of poachers who had tied a bull's-eye lantern to a setter's collar. It moved very quickly and appears to have leapt over hedges, and is described by some as "a dazzling light as large as a table lamp."

When seen at Skelton the light appeared to move in undulating curves, and not only went over hedges, but soared above the top of a fir plantation. My informant, who went out to see it two or three times, could never get near it, but is certain it was not a setter with a bull's-eye lantern, and thinks it was a bird. Its movement, he says, was exactly like the flight of a bird.

Another informant writes me that at the end of September, 1900, the keeper at Hornby-hall was approaching his home after dusk, when what he took to be a nightjar flew towards him from over a wall, and as it swerved from him it distinctly emitted a flash of light from under its wing. He described it as like the flash of reflected sunlight seen when a lapwing wheels.

One much wishes for more light upon this matter.

Yours truly,

H.D. RAWNSLEY.

January 7.

It may interest your readers to know that a male "waxwing" in fine plumage was found dead in the Keswick valley on New Years Eve. 1908 February 3 (Mon) Tacoma Daily News, p. 1.

Strange Light Seen West of Kent / Some Believe It to Be the Eye of an Airship.

KENT, Washington, Feb. 3.--(Special.)--For two nights past much curiosity has been aroused by the appearance of a large bright light apparently low in the western sky, two or three times as bright as Jupiter. It was observed both Saturday and Sunday nights between the hours of 7 and 9 o'clock, moving slowly from north to south. Suggestions were made that it might be an airship, and telephone inquiries were made covering a distance of two or three miles from this place, but no satisfactory answers were received. At times the strange light did not appear to be more than ten or twelve miles distant. All sorts of conjectures are ventured as to the mysterious illumination.

Seattle Post-Intelligencer, Mon. Feb. 3, p. 6.--Strange Light Seen by People of Kent.

KENT, Feb. 2.--A strange aerial craft or something bearing a light was observed tonight about three miles west of Kent. The entire population, almost, turned out to watch the light which was moving from north to south. The object carried a red glare, but not even the outlines could be discerned. Some of the people thought it was an airship. The light, which shone about as large as the morning star, but gave forth a reddish glow, finally passed beyond the human eye's range of vision, leaving all who saw it in doubt.

Seattle P-I, Tues Feb 11, p. 2--Mars is Signalling. / Kent's Mysterious Great White Light Solved.

The great white light seen at Kent for nights past reappeared last night distinctly. It was a message from Mars which read: "Irrigation on this planet has reached perfection. The Hanford canal on your continent is being constructed perfectly; lands same as ours. You will revolutionize farming. Let the good work go on."

Full information at...

1908 February 3 (Sun.) Morning Olympian (Olympia, Wash.), p. 8.

SEE THINGS AT NIGHT / Planet Venus Being Mistaken for Strange "Light" of Airship. /

Airship tales continue to drift in nightly and a large number of people cling to the belief that some strange lights have really been seen.

Shooting stars and the planet Venus, together with optical illusions and some lively tongue-twisting are generally credited with being the [o]rigin of the reports.

The planet Venus now appears in the west at an elevation of about 60 degrees six about sundown. It shines with unusual brilliancy in its present position and later in the evening when it nears the horizon the optical illusion that it is a bright white light within the atmosphere of the earth is perfect. Imagination supplies the trimmings. It seems [s]o close that it could almost be hit with a club. To a person moving, the planet of course seems to have motion, and hence the "airship" theory.

Occasional shooting stars have given other people the idea that they, too, have seen the "airship," although it is generally regarded as to the credit of this community that purple, green or yellow lights have not yet appeared to the inhabitants as they have in some localities. The airship is not a hoax--it is an illusion. 1908 February 4 (Tues) Daily Ledger (Tacoma), p. 4.

"STRANGE AERIAL CRAFT" (ed.)

Kent folks saw a "strange aerial craft or something bearing a light" Sunday night. It was moving from north to south. It carried "a red glare but not even the outlines could be discerned," and we are also informed that the light, which "shone about as large as the morning star," but gave forth a reddish glow, finally passed beyond the "human eye's range of vision, leaving all who saw it in doubt." Kent correspondents overlooked an opportunity for a great "story." They have left the matter "in doubt." Possibly this is just where it ought to be, but it would still have remained in doubt had a theory or two, more or less plausible, been advanced.

Does anybody know where the Japanese fleet is now? Does anybody know how many airships the Japanese are using all over Western Canada and the Pacific coast and ~~what~~ whether the lights used in Japanese aerial navigation have a "reddish glow?" These and other questions arise in the minds of those who read of the "reddish glow" observed in the heavens. What does it portend? It was so far away that observers could not determine whether it was a "rakish craft."

Fuller details may develop later, however. Take the story, for instance, of the Japanese who obtained a lease of logged-off lands not far from Port Crescent. It was plain enough at the time that the Japanese intention was to clear up the logged off lands and raise crops. Samples of the soil had been chemically analyzed beforehand and had been found satisfactory. The lease was made. Everything was innocent enough on its face. Thus the matter rested a week, until a correspondent saw the danger and straightway we learned that a commanding position on the straits of Fuca was the object of the least of logged off lands. Who shall say that the "strange aerial craft" of a "reddish glow" seen by the people of Kent, does not carry with it enough (shimosel) or other high explosive to drop on all Tacoma and ~~and~~ cover all the cities and surrounding country with that giant pile of earth.

1908 February 4 (Tues) Tacoma Daily News, p. 3.

Strange Lights Seen at High Altitude / Airship Seen Also, It is Declared / Crew and Passengers of North Pacific Train View It. / Story of Japanese Spies at Work Along the Coast is Revived--Kent and Other Towns Report Sighting Lights.

Dark red, pale green, yellow and a brilliant white are the colors of a strange light that appeared in the western horizon Saturday and Sunday nights, seen by residents of Kent and Tacoma, who firmly believe it is a passing airship belonging to the Japanese.

A large object was seen sailing through the air at a high elevation, moving from north to south. It was first sighted by an engineer on a Northern Pacific train on the tide flats, waiting for the Fifteenth street bridge to close. He pointed out the object to the conductor and passengers alighted from the train. Some examined it with field glasses. So interested did the passengers and trainmen become that the train was delayed several minutes.

Those who saw it told of a large cigar-shaped object flying a foreign flag, which some maintained was French, while others declared it to be Japanese. During the same weeks, on clear nights, colored lights were seen displayed at high altitudes and on one occasion a rocket was discharged high in the air, it is asserted.

Since that time the light has appeared at various points along the coast, usually between the hours of 7 and 9 o'clock, as at Kent, Sunday night. In many of the smaller towns along Grays Harbor, Tacoma Eastern and Northern Pacific near Tacoma, residents have watched the light. It is the firm belief of many that the light is attached to an airship employed by the Japanese spies, who are studying the topography of the coast.

1908 February 5 (Wed) Tacoma Daily News, p. 6 (eds).

The Ubiquitous Jap.

It is hard to keep pace with this ubiquitous Jap. Now he spies at the Presidio, then at Fortress Monroe. He ~~zooms~~ speeds back across the continent to make a really good map of Portland, which, were it made public, might enable the visitor to thread his way through that intricate system of house numbering. Attracted by Portland and its environs, he steals along the river to the forts that guard the entrance of the Columbia. With the speed of thought he has invaded the dreams of the commandant at Fort Lawton, who straightway proclaims the vision of a Japanese army marching unresisted on the defenseless cities of the Sound. Often he appears again in the disguise of a gardener at Port Crescent; but in reality he is there to provide a base for the advance of a brown army on Port Townsend and the Straits forts. The scheme is cleverly veiled as a colony to provide a few Japanese residents with

means for living, but it is none the less devilish for all its cleverness.

But things are crowding the limit when the Jap pre-empt the air. Here is the bright light of his airship piercing the night, like the glowing eye of a demon to startle the peaceful folk of Kent. Not them alone but this matter touches us all. Trains are halted in their progress across the tideflats while passengers sweep with telescopes--not traveling bags--the circumambient atmosphere to detect the lurking place of this creature. This thing must be stopped. A citizen wandering home at night must not be further unduly alarmed at his mental condition because forsooth, multi-colored lights flash through the heavens. A free moral agent should not be so deceived into signing the pledge. The airship must be captured. We do not know its intentions, but we have no doubt that they are evil. Perhaps it flitted over this city to detect the dark designs of that suggestive democratic convention or the cracks in the primary law. If so it was a useless labor; the people see through these. Perhaps it seeks to spy on Capt. Howell and his battery of artillery. If so, we warn it that it will fail. Perhaps it wants to learn how "Billy" Paulhamus at Sumner managed to procure the payment of an overcharge claim from an express company. If so, it is doomed to disappointment: nobody knows. Perhaps it would capture that record-breaking hen at Kent. Or perhaps it would discover the reasons for operating street cars with flat wheels or delve into the mysteries of the lighting problem. If so it will have to come close to earth. And here will be the opportunity for its capture, easily effected by the usual method of bait on its tail. (m)

But where is the hero? Truly we are living in a fearful age. 1908 February 10 (Mon) Seattle Post-Intelligencer, p. 12.

IS MARS SIGNALLING KENT? / Townspeople Much Excited by A Mysterious Great White Light /

A Kent correspondent who recently reported a great white light visible in the heavens from the neighborhood of Kent is being gradually relieved from a charge of untruthfulness by the testimony of the valley people, who come to Seattle informing the story. Nearly everyone in the valley as far down as Auburn has seen the bright light, and many have examined it through field glasses and telescopes. It is visible, according to the general testimony, on all clear nights, coming up from the southwest and passing north and then back again to a point west of Kent. There it remains, flickering and changing its position from time to time until nearly morning, and then disappearing over the tree tops toward the Sound.

"I have been making fun of those stories," said William Watson, who is employed in the county auditor's office, "but a few nights ago they showed me the light, and I can swear it was there. I examined it with a field glass and had a close at hand view of the mysterious light. It appeared to me about the size of a loaf of bread and about the same shape. In the center was a gleaming white brightness like an arc light, while around the edges appeared to be smaller, flickering lights, like incense lights. While I watched, it slowly turned until the narrow side only was exposed to view, and then a tremendous flickering began, as of some one signaling. For many minutes the light remained stationary, then it dipped slowly down and rose again. Later it sailed off north a mile or two, and then came back to its [] position. In the early morning it was still there, and sailed off over the tree tops just as I took the interurban for the city. It seems to me that this is a remarkable phenomenon, and I am surprised that the University faculty, with facilities for getting a closer view of the light, does not arrange to make some observations. We see it now two or three times a week. It is too near and too evident to be a star. It is not an airship. What is it? Is the planet Mars trying to signal Seattle?"

1908 February 14 (Fri) Tacoma Daily News, p. 1.

Strange Light Seen Above the Narrows. / Witnesses Declare It Can Be Nothing But the Searchlight of an Airship.

Is there an airship hovering about in the neighborhood of Tacoma? Night before last dozens of residents on the hills say they saw a mysterious light hovering first to the southward of the city and thence traveling slowly northward west of the city until it passed from view to the northward. Some persons watched it for over an hour.

Apparently the light was at a considerable altitude, and it seems to be over the Narrows. The light is described as a big searchlight.

When the News several days ago published a story about a mysterious airship that was supposed to be sailing about at night over the Sound country the story was treated as a hoax. Some of the people who saw this mysterious light night before last say there is no hoax about it. The light, they say, was too high to be anything other than the light of an airship.

Fri Feb 14, p. 6--Advertising to our Japanese airship that recently departed itself in these airs, the Walla Walla Statesman say[s] that "on a close investigation it will likely be found that some small boy with a good-sized box kite, to which he has attached a lantern, is responsible for the phenomenon." Maybe; but if Portland can have spies that draw maps, Port Townsend spies that plant tea gardens, and Santa Monica spies that plant pivot guns, why can't we be left alone in the possession of spies that float airships? 1908 February 17 (Mon) Tacoma Daily News, p. 4.

He Suggests Venus. / Local Astronomer Inclined to Prick Airship Story.

A Tacoma astronomer suggests that the bright light seen in the west and supposed by some to be the lamps of an airship is none other than the planet Venus, which sets about 8:30 to 9 p.m. at this time, and shines at times with a brilliancy fifteen to twenty times as bright as anything else in the western heavens, even excelling that of Jupiter, which is also visible higher up in the sky.

Feb. 18, p. 6.--An astronomer suggests that this bright light which has lately scintillated across the heavens from Kent to the Narrows is not the glowing eye of a Japanese airship spying out the land, but rays from Venus. Just so, and perhaps Venus is apt to dazzle, but did anyone ever misinterpret her message or convert it into a Jap ship? Another guess is due.

Feb 15., p. 6--So that Jap airship is floating somewhere in the vicinity of the Narrows. Well, you couldn't expect it to confine its operations to Kent.

Jap ships rept spying on Am. battleship fleet moving along Pacific coast, Chile.

Wed. Feb. 19, p. 6--Since nothing has been heard of this Jap spy airship for 24 hours, it is a safe inference that new devil is afoot.

Genl Stoessel condemned for surrendering Port Arthur in Russo-Japan war 3yrs earlier; Brit. Columbia has Jap trouble; Exclusion of Jap pupils from Calif schools?; Japs preparing to invade Manchuria!

Th Feb 27, p. 6--A California astronomer says that no planet causes Mercury to stray from its natural orbit. Perhaps it's just ~~mercurial~~ mercurial tendencies, or that Kent airship. 1908 February 22 (Sat.) Tacoma (Wash.) Daily News, p. 7.

Beautiful Venus Sparkles in West. / But the Eye of the Airship Is Still Being Seen.

That mysterious light seen hovering near Tacoma and regarded by some as coming from an airship, appeared in the sky again last night. Samuel Eldridge, engineer on the tug Fearless, says he watched the strange light for a number of minutes, moving over Point Defiance. The light is too high in the air to come from a searchlight, Mr. Eldridge is of the belief that it is an airship.

Nearly a week ago residents in the West End saw the strange light hovering over the Narrows, and a short time before that ranchers at Lake bay [?] assert that they saw a light in the sky which they at first thought came from Tacoma.

Since then passengers on the steamer Flyer had seen the "airship." Mr. Eldridge was on the vessel one night when his attention was attracted by a light far away, traveling slowly to the southward. Captain Coffin's attention to the light was called by Mr. Eldridge and together they watched the light.

Interest in the light is increasing. When the first ~~story~~ story was printed it was generally regarded as a "hoax," but persons are beginning to take the light seriously now.

Fri Feb. 28, p. 6 (eds.)--When one reflects on all these waterfront stories of whales, of Jap airships cruising over the Narrows, of steamers that, overloaded at the bow propelled themselves by churning the fog, of seagulls with eyes set at the backs of their heads, does it seem like crowding the limit a bit to produce a live frog out of a barrel of cement? If this thing keeps up somebody is going to be called a "nature-faker."

Sat Feb 29, p. 4 (eds) State Quills. / All Clear--Perhaps.

The mysterious white light seen in the western sky by the people of Kent is now explained. Mars has shifted his frown to Europe and a brighter side is once more visible to the people of the Pacific coast. The astronomical expert of this paper is not at home and therefore is not certain as to Mars being located in the western sky, but to the explanation Mars should have the politeness to hang out there a while.--Auburn Argus. 1908 February 28 (Th) Morning Olympian (Olympia, Wash.), p. 1.

Are the "Airship Lights" Smugglers Signals? / MUD BAY SEES IT / Kite With Swinging Lantern / EXPLANATION OFFERED 1/Old-Time Method Used in Guiding Those Landing Illegal "Dope." /

With the declaration of a number of prominent residents of Mud Bay that they had seen a swaying light in the sky about 8:30 o'clock Wednesday night and that they had watched it until they were ~~positively~~ positive that they could not have mistaken it for a star, interest in the alleged "airship" lights have revived. Residents of Mud Bay are of a substantial and sober turn of mind, not given to "seeing things," and the positive declaration that a swaying light danced in the heavens above Eid inlet or that vicinity must be taken as the truth, and the "airship" once more is its own spotlight, despite the various explanations tending to show that those who have seen it have been mistaken. But along with the revival comes another startling explanation of the cause of the lights, or some of them at least. "Are they signal[s] of a band of smugglers, telling those bringing in contraband dope that the coast is clear?"

For months past it has been rumored that lanterns suspended to large kites have been flown as signals for smugglers, and the method is an old-time one in use on the Atlantic coast and elsewhere. The location of the lights carry their own signal code, it is explained, and boats far down the Sound could see the light and be directed to whatever cache the contraband stuff could more safely be landed.

This explanation does not hold good for all the lights, for it has been told that recently an experiment was made with a kite and a searchlight for advertising purposes, but with no success except to bring forth an "airship" tale from an imaginative citizen. The light at Mud Bay may have been merely run up for pastime, but it had all of the appearance of an acetline [sic] lantern attached to a kite swaying back

and forth and at an elevation where it could be seen for miles down the bay. It was visible for some little time. The sound in the vicinity of Olympia has been the scene of many smuggling operations, the unsettled condition of a large part of the shore making it comparatively an easy matter to land a cargo without detection. Revenue officers visit the city from time to time, but it has been a long time since a successful haul has been made here. The latest explanation will at any rate give added interest to the airship tales.

1908 March 9 (Mon) Tacoma Daily News, p. 2.

That "Airship" Again. North Enders See a Mysterious Light in the Heavens Last Night.

The "airship" that has been seen at intervals during the last six weeks, has reappeared. This time the strange light in the heavens has been seen by persons living in the North End.

The light was first noticed in the direction of Point Defiance about 9 o'clock last night and did not seem to be more than half a mile high. The "airship" traveled westward and later in the evening the light was seen beyond the narrows. Jan 16--V. A. Morell's National Airship Co. a fraud.

Restrict Jap. competition, disarm in Brit Col. Spies at Fort Stevens.

Th. Feb 13, p. 6--Port Townsend may now rest undisturbed by visions of a Japanese invasion. The spies have transferred themselves to Santa Monica, where they have mounted a gun. But where's that Kent airship? 1908 March 10 (Wed) Morning Olympian (Olympia, Wash.), p. 1.

VENUS AGAIN IS LABELLED /

Clear, cold evenings now being experienced, the "Japanese airship" has returned in all its Oriental pomp and splendor. The phantom ship swung at its aerial moorings northwest of the city for some time last night between 8 and 10 o'clock and bright-eyed Japs could be seen peering over the starboard rail taking flashlight pictures of the coast defenses here and making wash drawings of the location of the harbor mines.

In fact if you snoked up another brand you could make out the name of the airship and her registry number and the horsepower of her engines.

Coming down to the realm of facts, however, the airship was, as it has been on every other clear night for months, the planet Venus, the evening star, shining resplendent in an almost starless sky, the planet alone undimmed by a bright, full moon. Imagination and the vagaries of deceptive vision supplied the rest.

An occasional vapory cloud, not visible against the steel blue of the sky, swept across the bright planet and straightway the "airship" seemed to dim and all but extinguish its "light." An eager watcher got an electric light wire within his range of vision and the "airship" was again eclipsed to him. The watchers' bodies swayed back and forth in the tension of close watching and the "airship" swayed the same. Looking a half hour later the airship was still there, but a few degrees further down in the west.

If it is a clear night it will be doing business at the same stand tomorrow night and continuously until in the progress of things astronomical it is no longer the evening star.

1908 June 14 (Sun.) Indianapolis Star, p. 9.

AZORES SEE TRAMP BALLOON. / There is No Record, However, of Missing Airship in Europe.

HORTA, Fayal, Azores, June 13.--A letter has been received from the Island of Flores which declares that a balloon, evidently under human control, passed over that island June 6 traveling westward. The balloon rose to pass over the island, and then came down to its previous level as soon as it was clear of the western shore. The Island of Flores is one of the northwest group of the Azores. It is about 800 miles due west of Lisbon, Portugal. There is no record of any balloon missing in Europe.

2/7/09 p. 6 ghost. 1904 July 25 (Sun) Boston Herald, p. 16.

Large Airship Seen Sailing Over East Part of Bristol, Ct.

BRISTOL, Ct., July 25.--A large airship sailing very high, passed over the eastern part of this town, known as Forestville, about 6 o'clock this evening and after maneuvering for a short time, took a westerly course, apparently moving toward Waterbury.

The craft is described as an elongated gas bag under which was suspended a framework equipped with a propeller. Spectators were sure that they saw a man aboard, but were not positive whether he had a companion. The airship appeared to come out of the north and continued its southerly course over the town until it reached Lake Compounce. Over the lake it stopped and appeared to be seeking a place for a landing. After circling about a few times, however, it again came north and then changing its course moved in a westerly direction over Wolcott Mountain. At this time it was apparently descending and it was thought when it disappeared that it might have made a landing in the mountain. Persons who followed it and made the journey up the mountain found no trace of it. It is supposed that the airship continued its westerly course. Nothing could be learned as to its identity.

Aug. 5 p. 7--George E. Hawkes of Lynn thinks he has solved prob of aeri nav w bird-like machine w propeller. Aug 18--secret German balloon tests

July 28--2 fisherman off Providencetown in dory, in fog, w steamer approaching which doesn't see them until a "sea light" momentarily flashes (natural phenomenon, or wave reflection?) and steamer spots men, picks them up.

1908 July 28 (Tue) Willimantic (Conn) Daily Chronicle, p. 28.

The sea serpent as a summer resort attraction is a back number. Even the news sent out of whales at play off Watch Hill has an "ancient and fish-like" odor (not saying, of course, that anything like exaggeration was practiced). But the announcement from Bristol that airships are "sailing over" at Lake Compounce has the merit of being right up to date and contains a promise of novel entertainment for visitors to that delightful "haven of refuge and rest" in the woods. The air-ship was first sighted on Saturday, "moving toward Waterbury." The craft is described as an elongated gas bag beneath which was suspended a framework equipped with a propeller. Spectators were sure that they discerned one man aboard, but were not positive as to whether he had a companion. What became of it is not stated, but there is likelihood of it coming back at any minute and while waiting for its reappearance the crowds at Lake Compounce will be well cared for in the way of refreshments and amusements with plenty of people ready and willing to supply their wants at "very reasonable prices." July 29, p. 25

The Lake Compounce airship, mentioned yesterday in this column, has come down, but not with a dull thud. It wasn't much more than a bubble and the bubble's "busted," leaving Compounce to worry along with no more sensational attractions than sheep-bakes, boating and bowling, which would seem to contain enough elements of diversion to satisfy ordinary pleasure-seeking folks. The Sunday papers all had stories about the airship and it was the talk of the town at Bristol on Sunday and Monday, a causing even more excitement than did Default Walker's arrest. Of course everybody wanted to know what became of the airship, where it went to, and the answer to this finally leaked out. A resident of East Bristol, Wilson by name, tendered his daughter a birthday party Saturday and towards 6 o'clock, a large paper balloon, in the shape of a pig was sent up to complete the celebration. And to think that a little thing like that could keep all Plainville, Forestville and Bristol stargazing for over an hour, made several of the residents hang their heads and keep very "bum" every time "airship" was mentioned.

1908 August 1 (Sat) Berkshire Evening Eagle (Pittsfield, Mass.), p. 5.

Mysterious Air Craft Goes Over Springfield.

Early yesterday morning that appeared to be a balloon or air ship hovered over the city of Springfield but no report has been received of the starting or landing of any air craft that might have passed over that city. The night watchman for the Hendee Manufacturing Company saw the balloon or whatever it was about 3 o'clock in the morning. It hovered over the city for about an hour as though the occupants desired to make a landing but later it rose higher and went to the southeast. A circular row of lights was on the craft but the watchman could not see the shape of the gas bag above. He was sure that it was not a galaxy of stars or electric lights that he saw.

It is an unusual occurrence to have lights on a balloon and it is believed that these must have been electric lights because all fire is tabooed in airships. The appearance of this craft recalls the recent mysterious visit of an airship to Connecticut and it may be possible that some one is trying some secret experiments with a new ship. [Many recent ascensions in news--"Pittsfield, Heart of the Berkshires" is dedicated a few days before; Zeppelin making trials.]

1908 September 10 (Th) Berkshire Evening Eagle (Pittsfield, Mass), p. 4.

Officer Reported That He Saw a Balloon.

Report had it that a balloon was seen hovering over Pittsfield at 5:30 o'clock this morning. Officer Thompson reported to Chief White that the balloon "Pittsfield, the Heart of the Berkshires" was still over Pittsfield at that hour. When the chief heard that the airship had landed at Kingston at 5:15 he concluded that the balloon Mr. Thompson saw was another balloon than the "Pittsfield."

...[mention of Van Sleet and Glidden flights of night before in which Van Sleet set record distance of 135 miles for trip, while Glidden's "Boston" went about 90 miles]

Earlier in the week a balloon was seen hovering over Pittsfield and several people sized it up as having been a "hot air" affair sent up during the old home week in Troy.

Sept. 17--meteor 1908 October 12 Cincinnati Commercial Tribune, p. 3. (Mon)

Balloon Is Sighted.

ROCHESTER, Oct. 11.--A large balloon, traveling very high in the air and carrying at least one passenger, was seen at noon today one mile north of this city.

The balloon passed from east to west. It is not known where the balloon came from as there has been no ascension reported in this section.

(Balloon & air races in Germany are front-page news 1908 October 26 (Mon) Springfield (Mass.) Daily Republican, p. 4.

ONE ASCENSION THIS WEEK. / ... / Will Use the Pittsfield Balloon--A Mysterious Balloon Seen at Ware.

The town of Ware was disturbed Saturday night about 11:30 by a mysterious happening, which has not yet been explained. W.E. Foster, engineer at the power-house of the Ware and Brookfield street railway company, heard a voice calling, and he finally located its source in the air above his head. The voice asked, "What place is this?" and Foster called back, "Ware." Mr. Foster said that about 150 or 200 feet in the air he could see a light like a flashlight, and that the light was traveling from the northeast to the southwest. Up to midnight last night nothing had been heard of the mysterious visitor. So far as is known, there is no balloon in this part of the country which cannot be accounted for. The Boston is in New York for repairs, and the Pittsfield, the Heart of the Berkshires, and the North Adams No. 1 are both at their proper resting places.

1908 November 2 (Mon) The Union (Manchester, N.H.), p. 2.

MYSTERY OF THE AIR / Another Report of Searchlight Traveling the Upper Levels.

BRIDGEWATER, Mass., Oct. 31.--Unknown balloon passed here about 4 a.m. going towards Plymouth. The balloon bore a light and descended as though the inmates were getting their bearings and then again rose and passed on.

BOSTON, Oct. 31.--A careful search by The Associated Press covering practically every [inch] of territory between Bridgewater and the sea coast failed today to reveal any trace of the supposed balloon which was reported as passing over Bridgewater early this morning. The search failed to reveal that the balloon had been anywhere except in Bridgewater and there by only two men, who were driving down the main street from West Bridgewater to Bridgewater.

According to the Bridgewater reports Philip Prophett and John Flynn, undertakers of that town, while driving [in to the town] a little before 4 o'clock, observed a bright light in the sky above them. The light was not like that of a lantern, according to their reports, but resembled a searchlight. This light was traveling at a rapid rate when suddenly it neared the earth. The light was then played upon the earth beneath as though operated by someone who wished to learn where he was. Then the light ascended, Prophett and Flynn say, until reached a high elevation, when it disappeared in the direction of Plymouth.

All of the balloons in which ascensions are made in this state were accounted for today. The "Pittsfield Heart of the Berkshires" is at Pittsfield awaiting shipment to Fitchburg, the North Adams No. 1 is at North Adams, where an ascension is to be made today, the [Craylock] was used yesterday in an ascension by William Van Sleet, and landed near [Whitney] and the balloon Boston is in New York under repairs.

Stories of a mysterious bright light, believed by those who have seen it to have come from a balloon, have been heard all over New England. Last summer several [such] reports came from the vicinity of Bristol, Conn., and later the same phenomenon was observed near Pittsfield. Persons at White River Junction, Vt., have also told of seeing a similar light and last week persons at Ware reported that an illuminated balloon had passed over the town in the early hours of the morning. In all these cases, however, no balloon could be found, all the known balloons being accounted for at the time.

1908 December 12 (Sat) Berkshire Evening Eagle (Pittsfield, Mass.) 2 (ed.)

A STRAY BALLOON SEEN IN EARLY MORNING / Seen From Pittsfield and Other Remote Places on Thursday--Appeared to Come From the East--Carried a Large Light. / ...

That there was another balloon flying through the air over towns in Western Massachusetts other than the airships sent up from Pittsfield early Thursday morning, is the belief of many people. Such men as Police Officer Charles Thompson and George N. Hopkins of this city, Henry Stovell of Springfield and many others vouch for the story that a balloon could be seen sailing over the east part of Pittsfield within a few hours after "Billy" Van Sleet and Dr. S.B. Stowell of this city sailed away from this city and Charles J. Clidden and H.H. Clayton left Springfield in their flight to the eastern part of the state.

Reports that a balloon was flying over this section early Thursday morning were received by the Associated Press at Boston, representatives of that office having devoted much time in their efforts to follow the course taken by the balloons released from Pittsfield and Springfield. It was learned from various places that a balloon could be seen soaring over towns in the east-central section of Berkshire early in the morning. When it was learned that the balloon "Pittsfield" and the balloon "Boston" had landed in towns close to Cape Cod bay then it was known that if a balloon floated over any portion of Berkshire county early that morning, it must have been some balloon, the release of which, had not been reported.

Officer Thompson and Mr. Stovell were on North street about 5 o'clock Thursday morning, when they discovered what appeared to them to be a balloon carrying a large light. The light travelled in a westerly direction for a time, the course then changing. The light then appeared to travel toward the east. They then supposed it was the Pittsfield balloon.

George N. Hopkins was called to Washington late in the evening and when he started for home about 3 o'clock, his driver called attention to a balloon which he had been watching for an hour or more. Mr. Hopkins could plainly see the light which appeared to be attached to a balloon. During the time Mr. Hopkins and his driver were traveling from Washington to Pittsfield this light was in plain sight and several times appeared to change its course. The light was to be seen in the east, apparently not high in the air when Mr. Hopkins reached Pittsfield.

Upon various occasions reports have come from various places in Connecticut and towns in the vicinity of Springfield that a balloon had been seen soaring through the sky but notice of a flight was never

received. A dispatch from Lowell says that a balloon believed to be the "Boston" in which Charles J. Clidden and John Barrett ascended at Springfield late yesterday afternoon passed over Lowell at 6:15 o'clock last night. The balloon was reported as traveling high in the air and passed to the southeast in the direction [of] Boston. Inasmuch as the "Boston" landed in Connecticut it must have been some other balloon that was seen over Lowell. No report has been sent out of any other flight in this section yesterday.

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1909 February 14 (Sun) Indianapolis Star, p. 15.

FLAMING ARROW AS NEMESIS. / Seen Hovering Over Spot Where Crime Was Discovered.

MAHANOY CITY, Pa., Feb. 13.--The mining village of Stockton, about 12 miles northeast of here, is wrought up over the appearance at night of an arrow of flame, which hovers over the spot on the mountain where the dismembered body of a woman was found in a barrel two years ago. Reputable and veracious persons have seen the flaming arrow, among them the two Donnell brothers, who are leading members of the Methodist church.

The light appears every night at about 9 o'clock and hovers over the spot until midnight, but it disappears when anyone approaches the spot to investigate. The superstitious villagers say it is the avenging spirit of the slain woman come back to keep alive the history of the crime so that the murderers may some day be apprehended.

May 2, 10. ghost or lumatic, New Haven. / 28, 12. Ghosts in N.Y. churchyard
13. Pickering & light signals to Mars. / are newspapers blowing
9. 9. Ghostly summons, Philadelphia. / 30, 24. Trenton, N.J. ghost.
15. 5. Headless ghost stops horse, Beverly, N.J. / 30, 27. Fake Phila. ghost.
18, 9. Strange and ferocious bird, N.J.
23. 27. Boston dredge sp makes noise like monster.

1909 May 11 (Tues) London Daily Express, p. 1.

(card 1)

MYSTERIOUS AIRSHIP. / NOCTURNAL FLIGHTS OVER EASTERN COUNTIES. / STRANGE LIGHTS. /

When reports were spread a fortnight ago that a mysterious airship had been seen manoeuvring over East Anglia in the nighttime, they were received with considerable incredulity.

It was suggested that flocks of wild geese flying in extended order had been mistaken for an aeroplane or dirigible balloon, and that the "buzzing of a motor" which had been heard was in reality the "gaggle" of the birds as they flew.

Remarkable confirmation of the reports has now been received from a number of sources, and residents of the district are keenly excited by the problem.

The following evidence regarding the appearances of the airship has been obtained by "Express" correspondents:--
Peterborough.--Seen by Police Constable Kettle.
Ipswich.--Seen by Police Constable Hudson, a postman named Jackman and Mr. J.A. Smith, manager of the Eastern Counties Dairy Institute.
Sakundham.--Seen by several residents.
Bradfield.--St. George (West Suffolk).--Seen by Mrs. Rush.
Peakirk.--Seen by residents.
March.--Seen by railwaymen.
Ely.--Seen by residents.
Southend.--Seen near the Shoeburyness forts.

THE FIRST OBSERVER.

Police Constable Kettle, of Peterborough, was the first person to observe the airship.

"I was on duty in Cromwell-road at [3.13] a.m. when I heard what I took to be a motor-car some 400 yards distant," he told an "Express" correspondent yesterday. "It was quite dark at the time, and I looked along Cromwell-road expecting to see the lights of an approaching car."

"Nothing appeared, but I could still hear the steady buzz of a high-power engine. Suddenly it struck me that the sound was coming from above, and I looked up."

"My eye was at once attracted by a powerful light, which I should judge to have been some 1,200 feet above the ground. I also saw a dark body, oblong and narrow in shape, outlined against the stars."

"It seemed to be about a couple of yards long, and I am quite sure there was no gas-bag, as there would have been the case in a dirigible balloon."

"When I first sighted the machine it was not straight overhead, but appeared to be over the railway in the direction of Taverners-road. It was traveling at a tremendous pace, and as I watched, the rattle of the engines gradually grew fainter and fainter, until it disappeared into the northwest."

"Although I should say I saw it for about three minutes. I saw nobody until about twenty minutes later, when I reported the matter to Sergeant [Sleigh]."

FLIGHT OVER IPSWICH. L

The airship was seen at Ipswich soon after 8 o'clock in the evening while the Norfolk Artillery Reserves were moving into camp at Gypesayk Park.

A postman named Jackman drew the attention of Police Constable Hudson, who was on duty in the south-western part of the town, to something in the sky.

"I saw two objects overhead," Hudson states. "One of them flashed a brilliant light at intervals, and after hovering about at a great height for some time they passed out of sight in a south-westerly, or inland direction, which, according to the lower current of air, was dead against the wind."

Mr. J.A. Smith also reports that he saw either an airship or a balloon carrying a light. His impression was that it was cigar-shaped, but as it was dark at the time he could not be sure, in spite of the

fact that he watched it through glasses.
Mrs. Bush of Bradford St. George says that as she was driving home from Woolpit in the evening she was startled to see what she took to be an aeroplane at a great height travelling in the direction of Lavenham.
1909 May 12 (Wed) London Daily Express, p. 1. (card 1)

Wingland.--Seen over Mr. Worth's farm.
Peterborough.--Seen by an engine-driver named Banyard.
1909 May 13 (Th)--London Daily Express, p. 1. (CARD 1)

MYSTERY OF AN AIRSHIP. / GRAPHIC DESCRIPTION OF THE SECRET "FLY-BY-NIGHT." / PERFECT CONTROL.

The fact that trials of a mysterious airship are being made at night over the eastern counties now appears to be established beyond doubt.

It is probable that the inventor has chosen to make his experiments in the dark in order to keep his secret.

As the airship has been seen at places 100 miles apart, it must be of considerable power. Observers agree that it is cigar-shaped, that it has at least 100 feet in length, and that in manoeuvres with ease.

THREE EYEWITNESSES.

"Express" Special Correspondent.

Market Harborough, Tuesday Night.
The mysterious airship with blazing headlights, which is reported to have been seen flying by night round Peterborough and across East Anglia, is being eagerly watched for again to-night.

This strange aeroplane, with its suggestion of Mr. H.G. Wells' "War in the Air," has fired the imagination of the countryside, and the villagers everywhere are watching the sky for its reappearance.

It has been seen driving through the night by several credible witnesses in districts wide apart, and many people believe that an ingenious inventor is keeping his secret in some remote farm building between Market Harborough and Peterborough.

I have motored this evening across part of the district in which the airship--judging from its line of flight--is understood to be concealed. The fenland of the country round is as flat as a billiard-table, and remote from the main lines of railway and high roads, and is thus admirably suitable for an aeronaut who desired to keep his trial flights secret.

Among the first to see the airship that flies by night was Mr. C.W. Allen, the pedestrian holder of the 2,000 miles road record, who lives in Northampton-road, Market Harborough. I have to-day seen Mr. Allen, who has given me an account of what he saw.

SWIFT FLIGHT.

"I was motoring with two friends from Northampton when I saw the airship," he said. "We had been for a night run, and when we were passing through the village of Kelmah, about seven miles from Market Harborough, we heard a loud report in the air like the backfire of a motor-car.

Then we heard distinctly from above our heads the 'tock-tock-tock' of a swiftly running motor engine, and we looked up.

"I was sitting on the front seat, next to the driver, and had a clear view of a dark shape looming up out of the night. It was an oblong airship, with lights in front and behind, flying swiftly through the air.

"It seemed some five or six hundred feet up, and must have been at least a hundred feet long, although owing to its altitude, it looked smaller. The lights were not very bright, but we could distinctly see the torpedo shape, and what appeared to be men on the platform below.

"We slowed up our motor-car and stopped to watch it. The steady buzz of the engines could be heard through the still air, and we watched it until it passed out of sight in a north-easterly direction towards Peterborough.

"Mr. Brown, the manager of a Market Harborough motor garage, who was driving, and my other friend in the car, saw it as plainly as I did. It was travelling at least twenty miles an hour, easily and steadily, and appeared to be ensuering the helm like a ship.

"Whoever the inventor may be he seems to have made more progress than any British aeronaut. I cannot doubt the evidence of my own senses, and my two companions, both practical men, are convinced that the Peterborough district contains the home of the airship."

TEST BALLOONS FOUND.

Mr. Allen's interesting experience is vouched for by his friends, who were as astonished as he was to see this clipper of the clouds. I learn that several toy air balloons have been found recently in the neighbourhood, suggesting that the aeronauts are sending up miniature balloons to test the air currents before starting out on their night flights.

One thing is certain--the airship is not filled with coal gas, for the secret of its location would have leaked out had the resources of any local gas works been taxed. The popular theory is that hydrogen manufactured privately by the inventor is the lifting power, and that a light and powerful motor has been invented.

All who have seen the flights agree that the airship can be steered easily. The probability is that it returns to some hidden shed or old farmhouse building when the circular night tour is ended.

The airship has not been seen to the east of Peterborough. This is accounted for by the fact that the waters of the Wash and the open German Ocean would render flight in that direction more dangerous.

FURTHER EVIDENCE.

The following additional evidence regarding the airship's appearance has been obtained by "Express" correspondents:--

Terrington Marsh, near King's Lynn.--Airships with searchlights seen by a number of persons, including two labourers named Hicks and Harrison.

Peakirk.--Report of its appearance confirmed by Mr. Neaverson, a Peterborough tradesman.

THE AIRSHIP MYSTERY. / SEARCH FOR THE HOME OF THE "FLY-BY-NIGHT." / FLIGHT FROM THE SEA. //

A remarkable new feature of the mystery of the airship which has flown over the eastern counties in the night time is ~~xxx~~ reported.

It has been seen coming from the direction of the sea.

A brother-in-law of Mr. Herbert Neaverson, a prominent Peterborough tradesman, saw the airship near his home at Peakirk in the early hours of the morning.

"My house is near the loop line of the Great Northern Railway," he states, and I thought I heard a light engine coming. Then I heard a swishing sound overhead and the throbbing of a motor.

"When I looked up I saw a peculiar light coming from the direction of the sea. It was too dark to discern the shape of the airship."

This observer was so impressed by what he had seen that he at once travelled to London and informed the War Office.

In addition, the mysterious aeroplane has been seen at Clacton and Southend.

Mr. Egerton Free, of Kingscliff, Great Clacton, writes to the "Express" that he saw it ten days ago in the dusk.

"I was attracted by an oblong machine hovering quite near my house," he says. "It seemed to remain stationary for a few minutes only, then disappeared towards Frinton."

AT SOUTHEND.

Miss H.M. Boville, of Warrior-square, Southend-on-Sea, writes to the "Express" that she observed it at about 11.30 p.m. on Sunday night.

"I was looking out of my window when I noticed, low down in the sky, a large, black object, oblong in shape." She adds: "It was almost motionless at the time, but after a minute or two it suddenly rose higher and began to travel w very swiftly in the direction of London, showing for a second or two a couple of very brilliant lights.

"It was coming from the direction of Shoeburyness and passed over my home and square."

The "Automobile Owner and Steam and Electric Car Review" states:--

There are people possessing expert knowledge of aeronautics and familiar with the shapes of the Continental airships who are almost convinced that the mysterious midnight visitor in East Anglia is the German Cross-Pariseau airship, which prior to the recent success of the Zeppelin craft was regarded as the most serviceable military airship in Germany.

A search for the airship's home is being undertaken by motorists and others in all parts of East Anglia.

FURTHER DESCRIPTIONS.

"Express" Special Correspondent. / Stamford, Wednesday Night. /

The strange aeroplane has been seen in the sky over historic Burghley House, the home of the Marquis of Exeter, by Stamford town.

It was Mr. Cole, of Bath-road, Stamford, who observed the searchlights of the airship over Burghley Park. He told me this evening what he saw.

"I was in the park on Sunday night," he said. "It was just before eleven o'clock, when suddenly I saw a light in the sky over the edge of the woods.

"It rose and fell seven or eight times quickly, and I saw that the light came from some dark cigar shape in the sky. The airship, or whatever it was, must have been moving quickly, for first I saw the light on one side of the park, a few minutes later it was on the other side, and then it came back again.

"I watched it for about ten minutes before it disappeared in the clouds in the direction of Peterborough."

Lord Exeter, the owner of Burghley House, said, when I saw him later: "I have heard that this airship has been seen, but I was away from Burghley over Sunday and did not see it myself.

"The notion of such an aeroplane being over the eastern counties is an amazing one. It sounds impossible, but with modern progress and scientific skill there are many startling surprises."

The airship was seen high in the clouds over Northampton by Mr. Kelf, of the Pytchley Motor-car Company.

"My attention was called to it by my wife one night about nine," he said. "We were in the garden, and saw a torpedo-shaped airship with lights going rapidly over the town.

"The airship was going in the direction of Kettering, and I was so interested that I got my bicycle out and tried to follow its course. It disappeared in a few moments, however, and I had to give up the chase."

Another view of it was obtained by Mr. Beacon, of Wisbech, who is now living in High-street, Market Harborough.

"I was cycling at night near Wisbech," he stated. "When I was outside March on the return journey I heard a 'whir-whir-whir' above my head, and then the sound of motor machinery.

"I saw ~~xxx~~ a dark shape driving by overhead, but I could not tell the direction it was taking as it was too dark at the time."

In the marshy Isle of Ely the aeroplane has also been seen by fennemen.

Many motorists are taking long night rides in the hope of catching a glimpse through night glasses of the fly-by-night, and thus being able to trace it to its hiding place.

1909 May 14 (Fri) London Daily Express, p. 1. (card 1)

MYSTERY OF THE AIR. / WAR OFFICE SEARCH FOR THE STRANGE CRAFT. / BRILLIANT LIGHTS.

The War Office is investigating the mystery of the airship which has startled the eastern counties by its flights at night.

Among the places where fresh evidence concerning it has been obtained are:--

Coventry / Terrington Marsh / Market Harborough / Westcliff /
Pottera Bar / Peterborough / Broughton Astley /

SEEN CLOSE AT HAND. / "Express" Spec. Corresp.

King's Lynn, Thursday Night.

I have this evening traced the strange airship with flashing searchlights to the edge of the sea.

It has been seen flying along the coast in the direction of Hunstanton, across the Wash.

I motored across the Isle of Ely and the flat fen country from Peterborough to Terrington Marsh, seven miles from King's Lynn, where Frederick Harrison, of Thirty-acre Farm, saw it distinctly within a mile of the sea. His story is clear and convincing.

"I was outside New Common Marsh Farm about a quarter to ten at night when I saw the airship," he said. "I heard a whirring noise overhead, and when I looked up I saw that the fields round were lit up by a bright light."

"I was startled and wondered whatever it could be. Then I saw that the light came from a long, dark airship which was travelling swiftly overhead."

"It was low down--only a little way above the trees--so I could see it plainly. It seemed to be eighty or a hundred feet long, and I could distinguish two men on a kind of hanging platform."

"The searchlight lit up the road, the farm buildings, the trees, and everything it touched, so that it was like day. I could even read the printing on some bills on the wall. The airship passed right over New Common Marsh Farm, and went in the direction of Hunstanton, on the other side of the Wash. It was travelling very fast against the wind, and it was out of sight in a few minutes."

HEARD THE MOTOR.

Mrs. Warne, of New Common Marsh Farm, who was in her house at the time, heard the whirr of the motor as the airship, flying low, cleared the roof of the old farmhouse, and several fencemen saw the searchlights.

Mr. Strange, a London solicitor, of Peakirk, is the eye-witness who thought so seriously of what he observed that he informed the War Office. He saw the searchlight, heard the whirring of machinery, and watched the black shape appear out of the night and disappear again in the clouds.

Mr. Baxter, of New England, outside Peterborough, is another eye-witness. He was returning from the Peterborough Theatre with friends when he noticed the "fly-by-night."

"We saw a light appear in the sky," he told me. "Then we saw it was moving rapidly. It came from over Peterborough Cathedral, and was going in a northerly direction, towards Stamford."

"We could see the torpedo shape of it, but it was too high up for us to distinguish even details. I saw a faint light behind, like a searchlight, showing the sky in its wake."

"We all went on to the corner, and four or five of us ran to a gate from which we watched it crossing the Peterborough agricultural show ground."

In every little fen village along the endless hedged roads they are looking out for the night flier. The fact that it manoeuvres with ease so close to the North Sea has aroused apprehension, and I met many villagers who eagerly asked me for news.

At first the district was rather inclined to treat the airship as a joke, but the events of the last few days have led to the situation being regarded in a far more serious light. Drivers of motor-cars travelling at night have been asked to report at once any curious light or strange shape they may see in the sky.

EYE-WITNESSES.

The following are further reports from "Express" readers who have seen the airship:--

BROUGHTON ASTLEY. / To the Editor of the "Express." /

Sir,--I was walking along the road about 8:30 at night, when I heard what seemed to be a motor coming behind me. I could hear the sound getting nearer and nearer, and then, greatly to my surprise, I found it was above me.

I could hear the throbbing of the engines quite plainly, and I "traced" the sound in the air (for it was quite dark and I could not see) as it passed over me and gradually died out in the distance.

MIDLANDER. / Broughton Astley, near Rugby.

WESTCLIFF. / To the Editor of the "Express."

Sir,--I was coming home by the 8.41 train from Fenchurch-street last night, when, near Dagenham, I saw, through the carriage window, a white light in the sky.

Not until we reached Westcliff did it strike me it might be an airship. It seemed to come from the sky above Chatham.

Then suddenly I saw a second light lower down the Thames, towards London. The searchlight, from the Chatham direction actually played on our train for a few seconds. / L. RUBENS. / Winton-terrace, Westcliff, May 13.

PERIVALE. / To the Editor of the "Express."

Sir,--While my wife and I were taking a walk in the direction of Perivale on Sunday evening, April 18, we happened to look in a north-westerly direction and saw an airship travelling very fast. / WEST

EALING.

NEWMARKET.
At Newmarket races the question, "Have you seen the airship?" has been a catchword. Policemen on race duty drawn from a wide district have either seen or know people who have seen the aircraft.

COVENTRY.
The "Coventry Standard" reports that a brilliant searchlight which changed its position was seen in the sky by tramway employees and others at Foleshill.

1909 May 15 (Sat) London Daily Express, p. 1.

WHO OWNS THE AIRSHIP? / DEEPENING MYSTERY OF NOCTURNAL FLIGHTS. / GERMAN OR ENGLISH?

In reply to inquiries made at the War Office yesterday by an "Express" representative, the belief was expressed that the airship which is flying over the eastern counties is not a foreign one.

The official opinion is that it belongs to an English inventor who is conducting his experiments at night in order to keep his secret. Should the machine prove to be of value the War Office, in accordance with its policy, will be prepared to purchase it.

On the other hand, it is admitted by German experts that the airship may be a German one, and that it may have ascended from some warship in the North Sea.

A close watch is being kept at the coastguard stations on the east coast.

BERLIN'S VIEW.

By "Express" Private Wire. / Berlin, Friday, May 14.

It is admitted by German experts that the mysterious airship which has been seen hovering over the eastern coast of England may be a German airship. England possesses no such airship, and no French airship has hitherto sailed so far as the distance from Calais to Peterborough.

On the other hand, the performances of several German airships, including the Gross airship, which has made one voyage of thirteen hours, would render it possible for them to reach the English coast. At the same time it is as improbable that the German airship seen above England ascended from German soil.

An aerial voyage from Wilhelmshaven to the English coast would still be a formidable and dangerous undertaking even for the newest airships, whose performances have been excellent in bad weather.

German expert opinion is unanimous in believing that the mysterious airship ascended from some German warship in the North Sea, on which it lands again after each of its flights.

Last December it was announced that the Imperial Ministry of Marine had decided to order four airship cruisers from the Zeppelin Airship Construction Company of Friedrichshafen. Each of the four aerial warships was to be from 12,000 to 14,000 cubic metres in capacity. They were to be built under Count Zeppelin's personal supervision, and all the latest improvements in Zeppelin's system were to be embodied in them. The intention was to station two at Wilhelmshaven and two at Kiel.

FLOATING BALLOON-SHEDS.

Simultaneously with the construction of the four aerial cruisers the supreme naval authorities proposed to construct a new type of floating docks which, when covered with roofs, were to become floating balloon sheds. Shortly after the original announcement on this subject was made it was supplemented by the news that in view of the fact that the construction of four Zeppelin airships would take some considerable time, the naval authorities would in the meantime purchase smaller airships either of the Gross or Parseval type.

It is quite possible for airships of this type to have been constructed since December, as they can be constructed in twelve weeks.

Another striking point is that Parseval and Gross airships are portable and could have been conveyed on board warships in separate parts without creating any attention at the time. Owing to the extreme secrecy which has been observed on this point, it is not possible to say whether the German Navy already possess one or more airships of the Gross or Parseval type, but there are many reasons for believing that this is the case. Without actually asserting it as a fact, I am able to make the following statements on authority which has generally proved to be reliable:--

(1) It is believed that the German Navy possess one or more small airships of four or five thousand cubic metres capacity.

(2) That experiments have already been carried out at sea with these ships.

(3) These experiments have revealed the possibility of using ships as airship stations, which means that airships can ascend from them and land upon them after an aerial voyage.

SEEN AT SANDRINGHAM.

"Express" Special Correspondent. / Hunstanton, Friday Night.

The coastguard stations along the east coast are watching for the airship with searchlights which has been seen coming from the direction of the sea.

I motored to-day along the side of the Wash from Terrington Marsh to the North Sea in the direction the night-flier was making when it was last seen circling over East Anglia, and found watchers all along the shore. A keen look-out is being kept day and night, and any further movements of the strange aircraft will be at once reported to the Admiralty and the War Office.

I passed through Sandringham on my way here, and learnt that the airship had been seen passing over the fir plantations of the King's model estate in the direction of Hunstanton. Servants of the royal household have been closely questioned whether they saw it.

The keeper of the Hunstanton lighthouse told me that a close watch is being kept over the sea and land round this exposed corner of the coast.

"The coastguard stations are all in telephonic communication with one another," he said, "and any suspicious or unusual appearance in the sky will be at once reported. We have a wireless station here, and we could get into instant touch with the authorities if necessary."

"About two years ago a German balloon, the Ziegler, was carried across Hunstanton and came down in the Wash district."

The "fly-by-night" has been seen over almost every county in East Anglia, and I have had news of its passage in Leicestershire, Rutland,

shire, Cambridgeshire, and Norfolk. It has swiftly come and gone, and its flying visit has opened the eyes of many towns to the amazing possibilities of a future war in the air.
1909 May 17 (Mon) London Daily Express, p. 1.

AIRSHIP MYSTERY GROWS. / SEEN SAILING TOWARDS THE WASH. /
Although reliable evidence concerning the mysterious airship which has been flying over the eastern counties at night continues to accumulate, the mystery of its home remains unsolved.

Among the most important statements regarding the airship is that supplied by Major Mayfield, of The House, Pinchbeck-road, Spalding, who writes to the "Express" that he has seen it near Crowland. His letter runs:--

While motoring home from Crowland along the banks of Cowbit Wash I was surprised and somewhat alarmed to hear a peculiar whirring in the air--very low down.

I thought it was a flock of the wild ducks which frequent this part of the fens. But this illusion was quickly disposed of as I then saw a strong, powerful light and a big black oblong object just overhead, and distinctly heard men talking in a strong guttural tone.

It passed over Cowbit Wash, and then across the shipping in the River Welland in a line for Cowthorne, towards the Wash.

My object in writing is to ask if some inquiry could not be made by the Government.

What may be a second airship was seen on Friday at Newport, Monmouthshire, by Mr. M. Lewis, manager of the Corporation Stores, Corporation-street, and Victor Dan Benjamin Beauiland, and Albert Masters, who were working at Messrs. Smith's Star Mills at the time.

"We saw it shortly after one o'clock a.m. when we were standing on the quay wall," Day told an "Express" representative yesterday. "It was of torpedo shape, and lights were flashing from either end. It appeared to be stationary, and after ten minutes the forelight suddenly went out, and the other grew dim and gradually disappeared."

[Germany to build huge aerial war fleet.]
1909 May 18 (Tue) London Daily Express, p. 1. (card 1)

MYSTERY OF THE AIR. / IMPORTANT CLUE TO THE NIGHT-FLYING CRAFT. / LOST "FENDER." /

In spite of the efforts of certain disappointed newspapers to discredit the reports concerning the mysterious airship which have been furnished by "Express" correspondents, the fact of its existence becomes more firmly established daily, and the mystery increases as efforts to discover its home fail to meet with success. /

THE DISCOVERY.

"Express" Special Correspondent. / Clacton, Monday Night.

A remarkable discovery, which may quickly reveal the identity of the night-flying airship with searchlights which has been constantly seen crossing the east coast, has followed the passing of the mysterious craft over Clacton.

A foreign airship fender or buffer, plainly marked "Moller, Fabrik, Bremen," has been found on the cliffs near Little Holland Gap--opposite High Cliff House, the residence of Mr. Egerton Stanley Free. The curious appliance, which appears to have been dropped overboard by aeronauts attempting to land, was found by Mrs. Free the morning after her husband had seen the airship passing swiftly by night over Clacton in the direction of Frinton-on-Sea.

The importance of the discovery has been realized by the War Office, the coastguard authorities, and all who have seen the buffer, and an exhaustive inquiry is now being held into all the circumstances.

High Cliff is a large modern villa standing in its own grounds on the cliff, nearly two miles out of Clacton. A wilderness of flat open country stretches along the coast beyond the house, and wooden steps lead from the grassland in front of the villa down the cliff to the beach, forty feet below.

It was at the top of the steps, high out of the reach of the tide, that the curious object was found in the grass.

Mr. Egerton Free, whose City address is Broad-street House, told me exactly what he saw.

"About a quarter to ten on Friday night, May 7, I was in the stable yard before locking the house up," he said. "I looked up, and in the sky I saw a long, dark, torpedo-shaped balloon, high in the air overhead. It was a clear, fairly light night, and I could see everything most distinctly.

"The airship was travelling swiftly in the direction of Frinton, and was showing two bright lights. I stood and watched it for some time until it disappeared.

BUFFER DESCRIBED.

Mrs. Egerton Free stated what happened next.

"I was out early on Saturday morning," she said, "and crossed from the house to go down our private steps opposite to the beach. When I got to the cliff edge at the top of the steps I saw a most curious shape sticking up in the sandy grass.

"It looked like a large, slightly flattened football, with a steel bar pushed right through it. I picked it up--it was not very heavy--and brought it into the house.

"The contrivance is about five feet long from end to end. The central bar is of hollow steel, with an end round and flat like the buffer of a railway engine.

"The ball part is about three feet long, oval shaped, made of hard grey rubber, and corded, net fashion, with twine, while the words, 'Moller Fabrik, Bremen,' are painted on the ball in black letters.

"The steel ends project about a foot on either side of the ball, and when I found it the sharp end was sticking in the grass and the ball was on its side.

"When the coastguard authorities were informed of the discovery they examined the contrivance closely, and we were asked to keep it carefully pending an examination by Government experts. We have been told that the article, which is unlike anything my husband or I have ever seen before, is a fender or buffer which aeronauts use to lessen the shock of concussion when they land from a balloon."

"A further remarkable thing has happened since the discovery," Mrs. Free continued. "We have seen two men or foreign appearance wandering around the house as though anxiously looking for something. When they saw they were observed they walked away, but a maidservant I sent on an errand told me that one of them was still lingering about the premises."

AERIAL SEARCHLIGHTS AT SEA.

MYSTERIOUS DIRIGIBLE SEEN BY A SKIPPER. / (Daleiel's Agency.) / Berli Monday, May 17.

The "Lokalanzeiger" prints a despatch from Christiania with reference to what it calls the phantom passage of a German airship over the North Sea.

Captain Egenæs [?], master of the steamer Olva, trading between Blych and Sarpsborg, reports that at night when the vessel was only a short distance out from the English side, a large airship carrying five searchlights suddenly appeared, and, hovering directly above the vessel, directed all its lights on the steamer's bridge.

The airship was within hail, but gave no answer to the challenge, and owing to the blinding glare of the searchlights it was difficult to distinguish any details.

Suddenly the airship swung off after another steamer a mile or so away, on which also the searchlights were directed. The airship afterwards made off at a sharp rate towards the south.

FURTHER EVIDENCE.

A thoroughly reliable witness as to the presence of the airship was forthcoming yesterday in the person of Captain G. A. Hervey, Local Government Board inspector for the Eastern Division, who states that when at Broome, near Eye, Suffolk, at a quarter to eight he observed a cigar-shaped balloon sailing towards Lowestoft at a height of about a quarter of a mile. It was three or four miles distant, and travelled in an easterly direction against a strong north-east wind.

LOWESTOFT.

The airship was seen passing over Lowestoft in a south-westerly direction early on Sunday morning, by Mrs. Wigg. Other residents, including Mr. Theophilus Plowman, heard the throbbing of the motor as they saw the searchlight.

The skipper of a trawler states that while at sea on Saturday night an airship showing lights passed over his vessel. He showed a flare which was answered by a flash from the airship.

YARIMOUTH.

Mrs. Fricks, a nurse, says she saw a balloon-like object hovering over the northern outskirts of the town on Saturday morning. It showed first a white light, then a green, and then a red.

NUNEATON.

According to the "Midland Counties Tribune," an airship was seen over Nuneaton on Thursday night by Mr. Alfred Moreton [?], of Bridge-street.

1909 May 19 (Wed) London Daily Express, p. 1.

BALLOON LIGHTS AT SEA. / REPORTS BY LOWESTOFT SKIPPER. / CREW'S STATEMENT. / "Express" Special Correspondent. / Lowestoft, Tuesday Night.

There is now weighty evidence that the mysterious airship which has been seen by so many persons flying over the east coast has also been observed at sea.

The skipper of a Lowestoft trawler has reported to his owners that he sighted an airship at sea on Saturday night. The owners vouch for the accuracy of the skipper's story, which is borne out by the crew, and the matter has been notified to the coastguards.

The skipper reported that he was on deck with other members of the crew in the North Sea when they heard the "thump-thump-thump" of an engine, and saw a black shape overhead. He recognized it as an airship, and thought it was about to descend on his vessel in the darkness.

He at once called to one of the crew for a flare-light, which he waved to and fro overhead, and the searchlight of the airship flashed as if in answer to the signal before the black shape disappeared.

When the skipper reported these facts to his owners he had not heard that such an airship had been seen elsewhere.

Mr. George Burwood, the skipper of the Lowestoft trawler Red Rose which arrived at Lowestoft yesterday, reports that when the vessel was about six miles off Southwold on Monday night, between 8.30 and nine o'clock, he observed a balloon high up in the air. It carried no visible lights, and made no sound.

It was running before the wind in a southeasterly direction, but eventually got out to sea, and went away in the direction of Ostend.

On my journey from Clacton-on-Sea to Lowestoft I discussed the question with Mr. H. Rider Haggard, the novelist, who lives at Ditchingham.

"The existence of the airship appears to be vouched for by persons whose word it is impossible to doubt," he said, "and the mystery should certainly be cleared up. It has been said to be a foreign airship. It is by no means impossible that a foreign airship should cross the coast line at certain points without the coastguards' knowledge."

Mrs. Egerton Free was again visited at Clacton to-day by a foreigner, who was most anxious to see the airship fender she discovered in front of her house. It remains under lock and key.

IN THE CLOUDS. / THE MYSTERIOUS AIRSHIPS: / NIGHT SCENE ON A WELSH MOUNTAIN. /

Recently many remarkable stories have been current in various parts of the Eastern Counties of an object having been seen flying by night. It is affirmed that it has shown two bright lights, and that sometimes the noise of machinery working has been heard, suggesting to observers that the apparition may be an airship. These reports have come from many coast towns washed by the North Sea and from several inland centres, while some sailors on board two ships assert that they saw this mystery of the clouds pass over their heads one night. Now the scene is suddenly shifted to South Wales, and the observations of eyewitnesses are forwarded by the correspondent of the Press Association at Cardiff, where the remarkable object is stated to have appeared yesterday morning.

Nor does this complete the incident. A man—a showman, to be exact—affirms that on Tuesday night—that is, immediately before the mysterious flight startled the men at the docks—he was crossing Caerphilly Mountain when he came across two men in heavy furs apparently repairing a "long thing on the ground." At last they jumped into a "kind of carriage" and disappeared into the air.

It may be added that at about five o'clock yesterday morning several workmen visited the office of the Western Mail, at Cardiff, and related their stories of the phantom ship of the air. Their narrations agree in all essential details, and a label, in French, found on the scene of the showman's night experience, is now in the office of our contemporary.

These are the two stories. They are printed below as interesting contributions to the mystery of the phantom ship, or ships, of the air.

The facts of the occurrence are set forth in the following official statement which has been made to the Cardiff Docks Company by Mr. Robert Westlake, signalman at the King's Junction of the Queen Alexandra Dock:

"At 1.15 this morning (May 19), while attending to my duty signalling trains at the King's Junction Queen Alexandra Dock, I was startled by a weird object flying in the air. In appearance it represented a boat of cigar shape, making a whizzing noise. It was travelling at a great rate and was elevated at a distance of half a mile, making for the eastward."

There were many men working at the time loading the [ms.] Arndale, and the airship was seen by most of them. Messrs. W. Morrison (policeman), C. Harwood (traffic foreman), W. John, C. Hayman, J. Rogers, and C. Bray (coal tippers), and the third mate of the Arndale all testified to the facts recorded above.

The airship came from the direction of Newport, took a curve over the docks, and passed over the channel towards Weston, being clearly in view for a minute or two. I could, it is stated, have been seen longer but that the lights on board were suddenly extinguished. "Had the Dowlais Works blast been on," observed one of the eye-witnesses, "we should had the airship clearly discovered, but we saw enough to put at rest all doubt about it. The night was clear, though there was no moon, and the airship could be distinctly seen, and the whizzing of its motor was heard by us all." Several other night workmen who have been interviewed corroborate the story of Westlake.

SHOWMAN'S EXPERIENCE. / AERONAUTS DISCOVERED. /

Mr. C. Lethbridge, a showman, of 4, Roland-street, Cardiff, walked into the Western Mail office yesterday afternoon and made the following statement:

"I had been to Senghenydd (a colliery village) and was crossing Caerphilly Mountain in my spring cart about eleven p.m., when I was surprised to see a long tube-shaped affair lying on the grass on the roadside, with two men busily engaged with something near by. They attracted my close attention because of their peculiar get-up. They appeared to have big heavy fur coats, and fur caps fitting tightly over their heads. I was rather frightened, but I continued to go on until I was within twenty yards of them, and then my idea as to their clothing was confirmed.

"The noise of my cart seemed to attract them, and when they saw me they jumped up and jabbered furiously to each other in strange 'lingo,' Welsh or something else, it was certainly not English. They hurriedly collected something from the ground, and then I was really frightened. The long thing on the ground rose up slowly. I was standing still at the time quite amazed, and when it was hanging a few feet off the ground the men jumped into a kind of little carriage suspended from it, and gradually the whole affair and men rose in the air in zig-zag fashion.

"When they had cleared the telegraph-wires that pass over the mountain, two lights like electric lamps shone out, and the thing went higher into the air, and sailed away towards Cardiff. I was too frightened to move for a time, but I pulled myself together, and as soon as I came home told my people about what I had seen."

"What were they doing when you met them?" Lethbridge was asked by the reporter.

"I can't imagine, but I have been thinking since that they must have been doing something to the gear of the thing, for they appeared to be picking some things up in a hurry, and they certainly did not look pleased to see me."

"Did you hear anything besides their voices?"

"Oh, yes; when the thing went into the air, I distinctly saw what looked like a couple of wheels on the bottom of a little carriage, and at the tail-end of it was a fan whirring away as you hear a motor-car do sometimes."

In order to test Lethbridge's story, a pressman was despatched to the scene of the incident, and there found signs as if a ploughshare, or some such hard contrivance, had been drawn across it. There were torn papers lying about and a red label, to which was attached a chain and small plug. On the label is printed in French a statement, containing the military term "obus," which means a shrapnel, and notice is called to the fact that a small pin attached to it is to be used to drive back the shrapnel from the valve when the shrapnel is fixed on its seat, and gives directions how to detach the pin, and fix it to a tube at a small extremity.

A glance over clips of newspapers found on the spot revealed the very remarkable fact that almost every one of them contained reference to airships or to the German army. For instance, a piece of a weekly newspaper has an article with the headings: "War in the Air; Government appoints a Committee of Experts; Bid for Supremacy; Wright Brothers have a Conference with Mr. Kaldane," &c. A piece of The Daily Telegraph has reference to the German Emperor and the Army. /

According to the East Anglian Daily Times, the skipper of the Lowestoft smack Superb, which is expected to return to port to-day, will, so it is said, report having seen an airship passing over the North Sea, with which he exchanged signals.

1909 May 21 (Fri) London Daily Express, p. 1. (card 1)

MYSTERY OF THE AIR. / AMAZING INTERVIEW WITH MR. PERCIVAL SPENCER. / THE SOLUTION. / FIVE MAN-LIFTING AIRSHIPS SOLD. / SCORES OF MINIATURE NIGHT-FLYERS. / WHO OWNS THEM? /

A statement made by Mr. Percival Spencer, the well-known aeronaut, to the "Express" last night should afford an amply explanation of the strange appearances of airships in different parts of England and WALES, account of which have been entertaining and mystifying the country since May 11.

The explanation, which is based on facts, is of a twofold nature, and provides both a comic and a serious side. The cloud of small airships which has been infesting the heavens for the past ten days can only be accounted for by the supposition that some enterprising firm in search of a colossal advertisement has been purchasing large quantities of Mr. Spencer's model airships.

These model airships are twenty-five feet in length, and are lifted by the rarefied air with which they are inflated, being heated by the flame of a spirit lamp. This flame would account for the fact that all the witnesses who declare that they have seen airships in the sky at night state that the aircraft carried lights.

MANY MODELS SOLD.

Naturally it was not to be expected that Mr. Spencer would betray the confidences of his clients, but at the same time, he admitted that he has quite recently disposed of great numbers of these twenty-five-foot-long airships, which are made on the same model as the larger man-lifting machines.

Nor, when the matter is considered in all its bearings, can it be supposed that the airship which have been seen over such places as Southend, Clacton, Teddington, and Blackheath can portend anything except the concentrated effort of some particular set of individuals or some enterprising firm.

A most profound impression, too, on a public unaccustomed to the sight of airships in the skies at night could be made at very small expense. The average twenty-five-foot model airship manufactured by the Spencer Brothers at Highbury costs only ten shillings and sixpence! On the other hand, Mr. Spencer admits that he has within the last year disposed of five large man-lifting airships.

Two of these he can still trace. One was sold to a firm of enterprising manufacturers whose headquarters are in the eastern counties—over which district it must be remembered the appearances of airships have been constantly noted—while the other was disposed of to a gentleman living at Cardiff.

WELSH INVENTOR.

This was Mr. E.T. Willows, of Cardiff, who for some years past has been perfecting his dirigible balloons, and some of whose patents have been acquired by the War Office. He recently gave specifications to Messrs. Spencer Brothers, with an order for a dirigible balloon. The order was given about a month ago.

Mr. Spencer said that by reference to his books, and by inquiries, he could probably trace the other three. In his recollections of the transaction the airships were disposed of to inventors and experimenters, who were largely prompted to make the purchases from a spirit of sport.

Whether these gentlemen retain the airships which Mr. Spencer sold to them is, of course, still to be discovered.

It is not Mr. Spencer's practice to sell an airship complete in every respect. In the majority of cases he simply builds what may be termed the "shell"; that is to say, the gas-bag with the frame beneath.

Every experimenter in airships has his own particular theories as to the proper propellers with which to work the a "shell," and Mr. Spencer's interest in the matter ceases when he has sold the gas-bag and the frame.

He will undertake to supply an airship costing £1,000, and capable of carrying six men, down to a toy model costing one penny.

MAN-LIFTING AIRSHIPS.

It may, however, be taken that the average man-lifting machine which Mr. Spencer manufactures cost £250. These airships are able to lift two men, and a certain amount of ballast or cargo.

Mr. Spencer affirmed that, given a favourable wind, an airship such as he manufactures could be made to pass across any city. He was very positive, too, as to the capacity of such an airship for causing destruction, as the following statement shows:—

"I could carry with me a quantity of dynamite, or some other high explosive, and cross London, and could, without any difficulty, cause great destruction."

Since the appearance of the mysterious airships in the sky first began to rouse the interest of the country, a good deal of stress has been laid on the fact that the strange craft might be of German origin. This is a view which has never been held by the "Express," and Mr. Spencer himself regards the idea as ridiculous, saying that it would be impossible for any airship of which he had any knowledge to cross over from Germany and return daily whence it came. Nor could he imagine the existence of any airship possessed of a means of transit so rapid that it could be seen in two different parts of the country at intervals so brief as to suggest an almost simultaneous appearance.

Asked as to the possibility of a small airship having for its headquarters a raft or a specially constructed steamer on the high seas, Mr. Spencer shook his head in doubt.

"It might be possible, but I do not think that it is in the least probable."

On the other hand, when it was put to him, Mr. Spencer said quite frankly that it was not his business to inquire into the nationality or nature of his customers. If he received an order for twenty man-lifting airships to-morrow he would do his best to execute it without delay. Nor could he tell whether those airships were purchased by a foreign country through agents resident in England. Mr. Spencer is, in fact, a Free Trader in a Free Trade country, as witness the fact that he has only recently executed certain orders for Count Zeppelin.

MANY WITNESSES.

The following list includes the names of places at which the airships have been seen:--

- Police Constable Kettle, Peterborough.
- Police Constable Hudson, Mr. J.R. Jackman, and Mr. J.A. Smith (manager Eastern Counties Dairy Institute), Ipswich.
- Mrs. Rush, Bradfield St. George's (W. Suffolk).
- Mr. C.W. Allen and Mr. Brown (manager motor garage), Market Harborough.
- Mr. Hicks and Mr. F. Harrison, farm labourers, Terrington Marsh, near King's Lynn.
- Mr. Neaverson, Peakirk.
- Mr. Banyard, Peterborough.
- Mr. Egerton Free, Great Clacton.
- Miss Boville, Southend.
- Mr. Deacon, Wisbech.
- Mr. Cole, Stamford.
- Mrs. & Warne, New Common Marsh Farm, near King's Lynn.
- Mr. Strange, Peakirk.
- Mr. Baxter, New England, Peterborough.
- Mr. L. Rubens, Westcliff.
- Mr. H. Lewis, Mr. V.D.B. Bennison, and Mr. Albert Masters, Newport, Mon.
- Captain Egeness, steamship Olva (trading Blyth-Sarpsborg).
- Captain C. A. Hervey, Broome.
- Mrs. Wigg and Mr. Theophilus Plowman, Lowestoft.
- Mrs. Fricks (nurse), Yarmouth.
- Mr. Alfred Moreton, Nunehaton.
- Messrs. C. Lethbridge, Robert Westlake, W. Morrison, C. Harwood, William John, J. Rogers, and C. Bray, Cardiff.
- Mr. Branch, Felixstowe.
- Mr. and Mrs. Turner, Catton-next-Norwich.
- Miss Gill, Mr. Duncombe, and Mrs. and Mrs. (sic) Henry Hall, Peterborough.
- Mr. and Mrs. Garth Fisher, Pontypool.
- Mr. A. Kirby and Mr. Burgess, Great Warley, near Brentwood.
- Mr. Oliver L. Jones, Monmouth.
- Mr. W. Smith, Mr. F. Simmons, Mr. Joseph Westherdon, and Mr. W.F. Pilcher, Herne Bay.
- Mr. Hadley, Framlingham.
- Mr. Chatten, Tharston, near Tasburgh.

With this evidence before one it is impossible any longer to doubt that the airships which have been described as scareships, phantom airships, and the like, did in reality exist.

If, as it must be supposed, the majority of them were simply model airships of from twenty-five to thirty feet in length, they must have been by this time either burnt up, or have fallen to the ground in some unfrequented spot, or have fallen into the sea.

ADVERTISING CAMPAIGN.

Who is the enterprising firm that has thought out this delightful method of arousing public interest before it shows its hand? That is an enrossing question, but a far more important one is this: Did or did not the authors of this flight of balloons think out their plan of campaign before the real man-lifting airship manifested itself?

For such an airship has been undoubtedly operating over the eastern counties. A fortnight before May 11 reports of a large airship came in from distant parts of East Anglia, and while it is inadvisable at the moment to give the exact whereabouts of the particular airship which was responsible for the first alarm, it may be said that a man-lifting airship is at present quartered not a hundred miles from Peterborough.

Asked as to the means whereby large model balloons could be sent up at short intervals at different points, Mr. Spencer agreed to the theory that in all probability they were worked by a couple of men in charge of a motor-car.

While he would not give the names of firms which had actually purchased model flying machines for him, Mr. Spencer did, in confidence, give to a representative of the "Express" the names of several firms who had already consulted him on the question of advertising by means of model airships.

To the point-blank question whether he, Mr. Spencer, was responsi-

ble for the whole affair in order that he might bring home to the public the fact that dirigible balloons could be manufactured cheaply in this country, Mr. Spencer returned an emphatic denial. "No," he said, "this is not an advertising scheme invented by me for my own benefit. At the same time I will be quite honest and admit that I shall not be sorry if the British public realises that if only the money were forthcoming we need not be so miserably behind Germany as we are at present."

NOT AN AIRSHIP "FENDER."

The mystery of the object found by Mrs. Egerton Free at Clacton is solved. What was stated to be an airship "fender" turns out to be what is known as a "reindeer buoy" used by warships for "marking" or in connection with target practice. It has been claimed by an officer of H.M.S. Blake, destroyer depot ship, as belonging to one of its flotilla.

The marking on the buoy, which was first understood to be Moller Fabrik ~~Bremen~~ ~~Bremen~~, is now officially stated to be "Moller Fabrik Drammen." Drammen is in Norway.

It would be interesting to know how a buoy of Norwegian manufacture came to be used in the British Fleet.

[Illustration of Spencer's man-lifting airship]

Sat. May 22, p. 7--The Phantom Airship / Discovered at Yeovil / Sketched by our Artist. / (From our own Correspondent at Yeovil).

The chief sensation of the past few days here has been the presence of a mysterious airship floating about the neighbourhood. Considerable alarm was felt last night owing to the idea getting abroad that the "vessel" was of German origin. It turns out however, that the airship is nothing more dangerous than a trim little dirigible balloon sent up by the proprietors of St. Ivel Cheese for the purpose of advertising that delicious article. ...

1909 May 21 (Fri) Daily Telegraph (London), p. 12. (card 1)

AIRSHIP MYSTERY. / FURTHER EXPERIENCES OF EYE-WITNESSES. /

There is further news of the mysterious phantom ship of the air. What it is or signifies is unknown. A hoax, a clever scheme of advertising--whatever it is, the mysterious appearances in various parts of the country continue to excite curiosity. Close upon the experiences in South Wales, which were published yesterday, came statements from Norwich, Dublin, Tottenham, and Herne Bay, where witnesses affirm that it has been seen. The stories are alike in essential details, whether they come from east, south, or west; everywhere it is agreed that the object is cigar-shaped, and travels at a great height, while many persons state that it flashes once or two bright lights, and that the whirring of machinery is audible. /

OVER THE BROADS. /

In Norwich and district various persons state that they saw mysterious lights and heard strange sounds from mid-air late on Wednesday night. All accounts place the appearance of lights at between half past eleven and midnight, and all declare that the mysterious airship was travelling almost directly from north to south against the wind. The lights appear to have been first seen at Wroxham, about seven miles north-east from Norwich.

A gentleman cycling home to a neighbouring village about half-past eleven had dismounted to relight his lamp when a flash-light of great power fell upon him from a great height. The light was so brilliant that he could not discern the body to which it was attached, and from the fact that he heard no noise, he was of the opinion that the object was a great way up. For fully half a minute the light remained upon him. It was next seen by two young men at Sproveston, a village about three miles north of Norwich, and then the airship appears to have travelled over Norwich, still going in a southerly direction. Mrs. Turner, of Traverse-street, New Catton, Norwich, tells such the same tale.

A grocer's assistant named Chatten relates that he was cycling home. When in the parish of Tharston he was dazzled by a bright light shining from right above him. "The trees and hedges were lit up brilliantly. I have seen a naval searchlight at Harwich, and I should suppose that what I saw was something of that sort, but there was a bluish tinge about it, and it did not appear to me so strong as the naval lights. It seemed to be switched off again after only a few seconds. Getting off my bicycle, and staring upwards, I saw a long cigar-shaped object, looking little thicker at the blunt end than a cigar, some 300 or 400 feet above me; it was soaring upwards, the tapering end going foremost, and was moving rapidly in the direction of Norwich. On the under side was what I should call an iron bar supporting a sort of framework, with a yellow light shining at each end. I could not see any men upon the framework, nor could I hear any buzzing sound, such as a motor would cause. But that is not to be wondered at, because, although the night was still, the thing was travelling at a great height. The sky was rather dark, but there was light enough for me to see the airship plainly outlined against it. I do not speak with any misgiving on the subject. I am confident about what I saw." /

LIGHTS AT HERNE BAY. /

People at Herne Bay declare that an airship was seen hovering over the district on Thursday of last week. Mr. W. Smith, of Flora Villa, West Cliff, states that about nine o'clock on that night he saw a brilliant light high over the sea, which appeared to be moving about ten or twelve miles per hour. He called to his wife to witness the spectacle, and shortly afterwards he lost sight of it. A neighbour at West Cliff told him he had witnessed the same phenomenon. Mr. Simmons, a photographer, of 18, Minster-drive, with his wife

the same night saw brilliant lights in the sky, apparently attached to a cigar-shaped object, which was travelling south, having evidently come over the sea. The noise was like the rustling of a silk dress.

eastern coast must have been blown inland and have dropped somewhere. But no traces of any have been found.

Our Cardiff Correspondent reports: The amazing story told by Mr. Lethbridge, a Cardiff showman, of his adventure with two men in charge of an airship on Caerphilly Mountain late on Wednesday night has increased the mystery of this nocturnal visitor. Lethbridge is a very respectable man, not by any means given to romancing. He swears by his statement that he saw two men in fur coats and caps, and that when they saw him they hurriedly took flight in their airship. It will be remembered that a Press representative found near the spot a pin attached to a red label, with directions in French. It is stated that such a pin is of a type used with a motor-car tyre.

In discussing the general situation with an "Express" representative yesterday Mr. Percival Spencer said:-- "People who disregard the aerial problem to-day are lacking in intelligence and patriotism."

OSTEND FISHERMEN'S REPORT. / BRUSSELS, Thursday Night. According to the Ostend Gazette, some Ostend fishermen returning from the Iceland fishing grounds in steam trawlers declare that they saw a dirigible balloon manoeuvring on the night of the 16th inst., about ten miles from Hull.--Reuter. /

"Given a sufficient number of airships any Continental Power could invade England from the air to-morrow."

The Michelin Tyre Company, who recognize the French label found near Cardiff as one used by them, write to point out that the pin to which it is attached is a feature of their type of valve, and add: "We know by Mr. Lethbridge's statement that the airship in question is provided with a carriage, and we also know that earlier types of aerostats and aeroplanes were fitted with bicycle wheels, to give them their first impetus. It would appear, therefore, that the mysterious airship was fitted with Michelin tyre cycle tyres, all of which are provided with this type of valve. If this is the true explanation, our visitors must have come recently from the other side of the Channel, as the labels with French wording are only distributed by our French houses. The only alternative explanation would be that a motorist who had recently purchased Michelin tubes in France had dropped the label in the vicinity."

"Of course, certain favourable weather conditions would be necessary, and it is unlikely that all the airships would reach this country. In the past," Mr. Spencer continued, "England has been saved over and over again by the fact that she is an island, and this advantageous geographical position may be her salvation in the future. The sea is cold and the sun above it is hot, which results in constant strong draughts crossing and recrossing this country."

Evidently the mysterious airship is still flying in South Wales, for it was seen again on Wednesday night a few miles away from Pontypool, which is not more than twenty miles distant from Caerphilly.

PROBLEM OF THE FUTURE. "This is a state of affairs particularly antagonistic to successful aerial navigation. When, however, the aeronauts of the future have thoroughly mastered the upper atmosphere of this country they will be in a most advantageous position when they have to meet the aeronauts hailing from the plains of Europe where the winds are much more steady. We may yet live to see the day when an invading armada of airships is dispersed by the winds as was the armada of the Spanish."

A Birmingham correspondent telegraphs: For several nights people living in Small Heath, a suburb of Birmingham, have seen what is stated to be an air ship passing over the district. It is described as cigar-shaped, but carried no light. /

"It is not, however, wise to rely upon a piece of luck such as this, and I would earnestly appeal to the people of this country to give this question of aerial navigation their fullest consideration. It is true that the Germans are a long way ahead of us, but for the sum of 140,000 I would guarantee to reproduce within six months a Zeppelin airship similar in every respect to that being used in Germany. The difficulty, of course, is to find the money. It cannot be expected that a private firm such as my own could foot a bill of this description."

SUGGESTED SOLUTION. / Mr. Percival Spencer, the aeronaut of the firm of Spencer Brothers state: "These mysterious airships can only be accounted for in two ways. The first and most probable explanation is that they are model balloons, of which a large number are being sold, and which range in length from 25 to 10 ft. Occasionally petrol is used to supply the lifting power to these balloons, and this might give a luminous flame, which would light up the country for miles around, and would have the appearance, at all events to the unsophisticated rustic, of a searchlight. Reports of the throbbing of a motor in the airship can only be explained by the assumption that these model airships have been sent up by motoring parties who have been near at hand and within hearing when their vessels were seen. The other theory might be that the aerial vessels which have been seen are two or three of the man-carrying airships which have been supplied by this firm, and which the owners have been using. We have supplied no less than five during the past season, and of these two have found their way, one to the Eastern Counties and one to Cardiff. I entirely scout any idea that a foreign aerial vessel has crossed the North Sea, knowing as I do the conditions which have prevailed during the past few days."

"In the meantime I could, at a comparatively small cost, give this country a fleet of airships which would serve most useful purposes and which would form the nucleus of a future aerial fleet. Some people think that because we are surrounded by water aerial navigation is fraught with great difficulties and dangers. This, however, is not the case. I have made many balloon ascents in so small an area as that comprised on the Isle of Man. Moreover, large sheets of water are ideal spots on which to build and moor airship. The airships should be constructed on rafts and kept on rafts, and there are many inland harbours such as Chichester Harbour which, if I mistake not, will become the Portsmouths and the Plymouths of to-morrow."

1909 May 22 (Sat) London Daily Express, p. 5. (Card 1)

WED. MAY 26 P. 5--WRECKED "AIRSHIP." Some excitement was caused at Dunstable yesterday morning by the discovery of what appeared to be the remains of a wrecked airship. Men going to work found the wrecks of a cylindrical gas bag, a broken bamboo framework, and a powerful lamp and radiator lying across a hedge. The framework bore the name {Sinatre Mors.} and in a small satchel was a paper bearing a message that in case of accident the finder of the airship should communicate with Messrs. Jarrott and Letts, of Great Marlborough-street. Mr. Letts admitted to an "Express" representative last night that the "airship" had been sent up for some time past for advertising purposes. "The airship was forty feet long, and carried two lights. It was meant to descend in Norfolk, but came down at Dunstable instead."

MYSTERY OF THE AIR. / WHAT RECENT EVENTS PORTEND FOR THIS COUNTRY. / RISK OF INVASION.

The "Express" was yesterday able to establish the fact that not one firm, but several enterprising firms of manufacturers had been responsible for the flocks of model airships which have kept the interest of the country alive since May 11. Two of these manufacturers, however, were honest enough to admit that they would never have thought of this particular scheme of advertising had they not been completely convinced that a genuine dirigible airship of large size had been operating over the eastern counties. We may in the next few days witness a rush of advertisers all crying out "We did it!"

1909 June 2 (Wed.) Indianapolis Star, p. 12.

There seems to have been amazement in a good many quarters that a genuine airship could exist, but as a great authority on ballooning explained to an "Express" representative yesterday, there is really no reason for surprise. It will be remembered that Mr. Spencer the famous aeronaut, has already said that he sold five man-lifting dirigible balloons last year, three of which he has lost sight of. Again, the day is not far distant when the dirigible balloon will become a common object in the sky.

WHOLE TOWN HUNTS GHOST. / Agile Wraith Climbs Trees and Hills, Then Hides in Pond.

UNDER CONTROL. The evidence that an airship under remarkable control was appearing on the east coast about a fortnight ago is most conclusive. As has been pointed out:-- (a) The airship was seen by several persons going dead against the wind, tacking, circling, and stopping for minutes at a time. (b) The flame of the spirit lamp which lifts the model airships, though brilliant, cannot be mistaken for searchlights, especially by sailors. Nor is there a light at each end of the model airships, as the lamp is in the middle and beneath such model balloons. (c) The wind for the past month or so has been almost invariably blowing from the east or north-east, and model airships sent up on the

WORCHESTER, Mass., June 1.--Northbridge has a ghost, or a ghost has Northbridge, residents of the heretofore peaceful village are uncertain which. For several nights, at about the same hour, a mysterious light, varying in size from a small bulb to that of a bushel measure, has appeared and performed queer antics on the high ledge near Wayside. First treated as a joke, continued nightly repetitions have caused the phenomenon to become a serious reality and the village and its neighborhood are discussing the affair, while scores of citizens are seriously frightened. At least three families are packing up their household goods with the announced intention of moving out of town. One night fully 300 persons assembled in the vicinity of the ledge, but when the light appeared many women screamed and hurried home, evincing no desire to continue the investigation. Half a dozen armed men had the temerity to go to the top of the ledge, and, in close formation, shoulder to shoulder, tried to catch up with the light. Like a will-o'-the-wisp the light zigzagged along the ledge, climbed up the trunk of a tall pine tree, from which point it was visible for a considerable distance, descended rapidly within a few yards of the watchers and mounting the crest of the hill, disappeared in the nearby pond. June 3, 1. German minister in NY denies Germany building arspas for war w England and says, "We have no scout balloons hovering over the English coast."

6, 20. Signal Mars w small mirrors. 1909 June 5 (Sat) Imperial Valley Press (El Centro, Calif.), p. 1.

1909 June 5 (Sat) Imperial Valley Press (El Centro, Calif.), p. 1.

FLYING DUTCHMAN OF MT. SAN JACINTO / "Is Things What They Seem Or Is Visions About?" / Many Persons Think They Have Seen a Mysterious Airship Cruising at Dusk Over Salton Sea--Theory That There is Secret Flying Machine Factory in Wilds of San Jacinto.

Ten or a dozen years ago thousands of persons in California imag-

ined they saw an airship flying about at night, and the delusion spread until it affected ordinarily rational people and caused them to stand on the streets and gaze at the Dog Star, which they imagined to be the airship's light and which they swore they could see moving rapidly. That airship was a psychological freak, having no existence outside of the minds of the people who thought they saw it.

For the past few days persons in the northern part of Imperial Valley have been seeing things at dusk, and dozens of them are willing to make affidavit that an airship has been hovering over Salton Sea. As no airship inventor is known to be in this region and no flying machine is missing from Los Angeles, someone has offered the theory that the mysterious aviator built the machine secretly in the wilds of San Jacinto mountain and is making furtive experimental trips in the twilight. The sweet reasonableness of the theory is plain to the feeblest intellects and to no other.

There are pelicans on Salton Sea and they cruise the air at night-fall. Also it is whispered that Imperial has not been painfully dry of late.

One of the Los Angeles papers has been wiring excitedly for a "big story" of the flying Dutchman of Salton Sea "with good photographs and full details." There are some mechanical difficulties about taking good photographs of airships in the dusk at a distance of ~~xxx~~ twenty miles.

1909 June 5 (Sat) San Francisco Call, p. 1.

MYSTERIOUS AIRCRAFT OVER SALTON SEA PROVES MIRAGE

IMPERIAL, June 4.--After mystifying people in all parts of the Imperial Valley it is now learned that the supposed airship which was said by various people to have been seen on several evenings at twilight over Salton sea was a mirage. The mirage was conspicuous this evening for a few minutes and was viewed with wonderment by many people, as tonight it took the form of a row of tents and cottonwood trees inverted, that hung in clear outlines for a time between sunset and dark in the sky. Viewed less distinctly than it was tonight this phenomena might easily have been mistaken for an airship. Before there was less vegetation here the mirage was a common sight over the Salton sea.

May 25 spurious (?) report of "mysterious" comet

1909 July 25 (Sun) Indianapolis Star, p. 7.

Strange Light Frightens People at Possum Hollow / Firing at It Has No Effect and Superstitious Believe It Is Supernatural Vision.

JACKSONVILLE, Ind., July 24.--People living in the neighborhood of Possum Hollow, five miles south of here, are in a state of excitement over the appearance of a strange light that has been seen along the dark highways several times in the last two months. It is seen sometimes moving and at other times standing still. A crowd of people going home from church one night last week saw the light dancing along in front of them and moving away as they approached.

The vision was shot at several times without being affected. The crowd then became frightened, ceased firing and ran through the field the shortest routes to their homes.

A few nights ago the light was seen again and since then many people have been on its trail and it is hoped that the mystery will soon be solved.

It is thought by some that it is a jack-o-lantern, and others a supernatural vision.

Some fifty years ago a man committed suicide by hanging himself to a tree near this place and the superstitious are suggesting that the strange light may have something to do with that event.

July 24, 10. Rain of frogs, Utica, N.Y.
Aug. 8, 18. Sea serp. off Cape Hatteras.
10, 1. Live frog in brick wall, Bloomington, Ind.

1909 July 31 (Sat.) Sydney Morning Herald, p. 13.

AN AERIAL MYSTERY. / SWIFT NOCTURNAL FLIGHTS. / OVER NEW ZEALAND TERRITORY. / WELLINGTON, Friday.

Remarkable stories are coming from the South Island, from Christchurch to Invercargill, regarding mysterious lights seen at night.

The suggestion is that the light is shown by an airship. In some cases it is circumstantially declared that the light appears in the centre of a black body. One observer declares that the airship is shaped like a boat, with a flat top, and was speeding at about 30 miles an hour.

The airship has also been seen by about 30 people in the Oamaru district. Considerable excitement prevails among the population over a large stretch of country. But it is suggested that the appearances are merely due to fire balloons.

The most circumstantial reports came from Gore, Southland, stating that the reported airship had been seen there for the last four nights and that last night it was distinguished at 9 o'clock, passing at a great height, and travelling south, with a headlight attached.

Tues. July 27, p. 6. Balloon ascent, Crafton. Mr. Watts' invention of an aeroplane, which he is keeping secret. Signal fire observed on an island?

Th. August 5, p. 9. Christchurch inventor, Oswald Coates, has invented raft-shaped aeroplane called "The Long White Cloud."

Sat. August 7, p. 13. AERIAL HYSTERIA. / NEW ZEALANDER'S SCARE. / WELLINGTON (N.Z.), Friday.

Circumstantial accounts have been received from different parts of the Dominion of an airship having been seen both day and night.

One informant declares that the occupant of the airship sang out to him in a foreign language.

Generally speaking, the reports, though circumstantial, are not taken too seriously.

1909 August 9 (Mon.) Sydney Morning Herald, p. 7.

ANOTHER AERIAL MYSTERY. / MYSTERIOUS LIGHT IN VICTORIA. / MELBOURNE, Sunday.

The Rev. B. Cozens, of the Port Melbourne Seamen's Mission, tells an interesting story regarding mysterious lights which appeared in the air over Dandenong Ranges on Saturday night.

He was spending the week-end at Eltham at a farmhouse, and on going outside at 10 o'clock he saw about half a mile up in the air two revolving lights moving over the ranges. They slowed down, dipped, and rose up again. They then changed from white to red, and then to blue.

Mr. Cozens called his wife and three neighbors, and all five watched the mysterious lights till midnight, by which time one had almost moved out of sight over the ranges. The rev. gentleman got up again at 2 o'clock, and saw that the second one had almost crossed the ranges, while five more appeared in the distance, moving in the direction taken by the other two.

1909 August 10 (Tues) Concord (N.H.) Evening Monitor, p. 1.

Air Ship or Meteor. / The Heavens Afforded a Queer Spectacle on Monday Evening.

If any one is trying out an air ship on the quiet in this vicinity then it was the strange craft which was seen floating across the heavens with front and tail lights gleaming brightly, between 7:30 and 8 o'clock Monday evening. If it was not an airship then it was a double meteor, with the twin balls of fire floating in perfect alignment.

The strange apparition came out of the western sky, and floated over into the east, finally disappearing in a bank of clouds on the horizon.

Parties who got a good view say that the two lights appeared as if connected. They also say that the object was moving at a fair rate of speed and was below the clouds.

Its progress was watched with eager interest by those whose gaze chanced to be in the heavens when the lights hove into view, and speculations as to the real character of the object have been numerous and varied.

Captain Lyman Jackson got a good view of the celestial writh, and followed its flight with the eye until it was lost in the clouds. At first he thought it a balloon that was advertised to be sent up from Fitchburg, Massachusetts, on Monday, but later changed his opinion when he noted the speed at which the object was flying, and that against the wind, which he estimated at between 45 and 50 miles per hour. To his mind the object was not a meteor by reason of the fixed condition of the lights and their aligned course.

Dec. 23 p. 1--Aerial Mystery--probably fire balloon over Worch. Jan. 13--Chatta.

1909 August 10 (Tues) Sydney Morning Herald, p. 7.

IS IT AN AIRSHIP? / MYSTERIOUS LIGHT IN THE SKY. / EXCITEMENT AT MOSS VALE. / MOSS VALE, Monday.

A good deal of excitement was occasioned to-night by the appearance of a mysterious light or an illuminated body to the south-east of the town. Quite a number of people gathered in the main street, and speculation was rife as to the meaning of the strange illumination. Above the large light some large body was distinctly visible, as the rays of light were reflected upon its surface. The supposition generally held is that the mysterious floating body is either a large balloon or airship. That this object is not stationary has been proved by getting objects near at hand in line with the light, and in a few minutes it was found to move a considerable distance.

EXPRESS PASSENGERS SEE THE PHENOMENON.

Passengers on to-night's Melbourne express were afforded a view of the mysterious night-light which has been observed floating above the southern highlands and coast between Mittagong and Wollongong during the last two nights. When the express reached Hilltop quite a score of passengers crowded on to the platform at each end of the corridor carriages on the lookout for the "airship," as it was called. Their vigilance was soon rewarded, for as soon as the express hauled out from the deep cuttings a large, bright light became visible a few miles away towards the coast. Apparently it was in motion, and could be plainly distinguished from the stars, but the distance was too great to detect the nature of the floating body. Its elevation appeared to be about 2000 ft.

1909 August 11 (Wed.) Sydney Morning Herald, p. 10.

THE GOULBURN "AIRSHIP." / LIGHTS REPORTED FOR A WEEK. / GOULBURN, Tuesday.

A mysterious moving light has been seen over North Goulburn nearly every night since Thursday. Altogether, so far as is known, some half-dozen individuals have noticed it. One youth describes it as about as big as a carriage lamp. One adult saw it last night at about half-past 7 for about a quarter of an hour. On two occasions it was seen to travel towards the east, then turning to the south. Little notice was taken of the occurrence until the balloon or airship theory was advanced from Moss Vale.

The light, after being seen here last night, would easily have reached Moss Vale district by the time the express was there. Four young men saw the light on Sunday night. It came from the east. After being visible some time it returned in that direction. It was pale blue in colour. The brightness of the light attracted the youth's attention. Only the light was seen, there being nothing to show the presence of a supporting body. It was about half-past 10 when the object was observed.

Air Ship or What? / Monitor Readers Interested in the Solution of the Question.

The phantom airship of what, seen in the heavens just before 8 o'clock on Monday night, is still the subject of much speculation. It was seen over a wide range of territory and the reports coming to this office seem to agree that at first only one light was visible, then two came into view and finally the object disappeared in a cloud. The Monitor is in receipt of two communications bearing on the appearance of the mysterious visitor, which will be found of interest:

Vale Perkins, Province of Quebec, / August 14, 1909.
Editor Concord Evening Monitor.

Dear Sir:--We were very much interested in your mention of an airship or meteor, showing two bright lights, on Monday evening, August 9. At that time, from our hilltop by Lake Memphremagog, I saw what I thought was an unusually bright and leisurely moving meteor, moving from west to east, rather low in the southern sky. And what struck me particularly was that it seemed to have two distinct heads, equally large and bright: It impressed me as leaving a trail of light behind it, but I could not be sure of that, as it disappeared very soon in a floating cloud, and I had only two glimpses of it after that, through rifts in the cloud. I watched to see it reappear in the clear sky beyond but, to my surprise, saw no further sign of it.

I should be glad to hear if anyone has any further information to give on the subject. Sincerely yours, / Bertha Niles.

Editor Concord Evening Monitor:--

Considerable discussion has been excited among the residents of this town who saw the spectacular aerial phenomena last Monday evening.

People living on the west side of Mt. Lookout saw but one light, low down, floating southward, which was lost to sight by intervening hilltops. On the west side of the same hill it was seen high up and the one light soon became two, floating eastward at a rapid pace and was lost to sight beyond the city of Concord.

It has been asked if it could have been a jack-o-lantern or will-o-the-wisp that floated up here from the swamps of Panama, or was it part of the stock of luminous campaign gas left over from the last political campaign? / George E. Lord. / Hopkinton, August 12, 1909.

1909 August 14 (Sat.) Sydney Morning Herald, p. 14.

CELESTIAL PHENOMENON. / LIGHTS VISIBLE IN SYDNEY.

Considerable excitement was occasioned in all the coastal suburbs last night between 7 and 8 o'clock, when residents were afforded an excellent view of the nocturnal mystery of the air at present creating such a stir in all parts of the State. The lights were plainly visible in the north-west, and after several sharp movements to the east they slowly disappeared south. /

MORE REPORTS. / ZEEHAN (Tas.). Friday.

A number of residents of Zeehan report today having seen mysterious lights in the sky. Shortly after 7 o'clock last night there were two lights, white and brilliant, which seemed to be travelling rapidly in a north-westerly direction, against the wind, and soon disappeared behind the clouds. As the lights travelled one appeared to grow smaller and the other larger. /

"Last Tuesday night, whilst leaving Picton by the 6:50 passenger train," writes Mr. C. Bruce Nicoll, of Messrs. B.B. Nicoll and Co., "I had an excellent view of the light or lights which have caused such excitement lately in the Wollongong and Moss Vale districts. Two bright lights, like very bright stars, but with a slight orange colour, appeared very distinct. They were high up in the heavens, but still they were lower than any visible stars. The lower light was almost as large as a small moon, and being a little to the west of the higher light. The illuminations slowly travelled north by north-west, and then, later on, almost directly north. Although very brilliant, they reflected no rays on any accompanying body. To me they appeared as if they might be lights on a fire or gas balloon, which, it is known, will float about in the air for hours until the gas it contains is exhausted, and it becomes ignited or falls to the ground."

Sat. August 14, p. 10.

MYSTERIOUS LIGHTS. / ASTRONOMICAL THEORY. / A FEASIBLE EXPLANATION. / THE OPPOSITION OF MARS. /

Mr. W.E. Raymond, officer in charge Sydney Observatory, sends the following communication:--

Towards the latter part of next month--to be more precise as to time, on September 24, at 8 p.m.--a most important astronomical phenomenon will take place, the opposition of the planet Mars. Seen in the eastern sky at the present time a few hours after sunset, it has a most striking appearance, that of a ball of fire, and I think it has been mistaken by many as "some peculiar lights in the heavens," and of which reports have lately appeared in the press.

[continues with long article on Mars opposition and our knowledge of Martian features.]

1909 August 19 (Th) Providence Journal, p. 1.

(card 1)

FISHERS ISLANDERS SEE BIG AEROPLANE / Great Flier Speeds Like the Wind to the Westward. / SEARCHLIGHT AT ITS HEAD / Captain Edward P. Sisson and Assistant Coastguards See Machine in Early Morning, with Two Figures Aboard Aerial Craft, Coming from Northeasterly Direction.

Tearing along at a terrific clip before the wind, a big aeroplane, with its engines humming and a searchlight sending out a brilliant white light ahead, was sighted speeding over Fishers Island to the westward at 2:30 [7] o'clock yesterday morning, by the four men on duty at the Island life saving station.

Capt. Edward P. Sisson, in charge of the station, reported the un-

usual sight to Supt. Knowles of the life saving district at his home at Wakefield.

The life savers were keeping their vigil at the station, which is on the southerly side of the island off New London. Suddenly the light of the approaching machine flared up in the northeast, constantly growing brighter as it approached the astonished life savers, who could not at first guess what it was.

The Coastguards stood and watched the "stranger" as it sped on towards the station at a tremendous rate and followed it with eager eyes as it continued on until it disappeared from view to the westward.

The skies were overcast with clouds and the night was pitchy black as the big airship made its appearance. The single light at its head was dazzling white and illumined the sky as the engines propelled the craft directly over the station at a height which was thought by Capt. Sisson to be a little more than an eighth of a mile.

Those who saw the aeroplane were Capt. Edward P. Sisson, Ernest T. Newton, Prentice Lanphear and Edward M. Knapp. It was shortly before 2:30 when Capt. Sisson, looking out toward the northeast, saw the first reflection of the light at the head of the machine. He called the attention of the others to the strange sight and together the four men watched the approach.

WITH GREAT SPEED.

The reflection had hardly been noticed when the bulk of the big machine hove into view. It was coming with great speed and in a minute had reached the station, over which it passed. As it came whizzing through the air Capt. Sisson said it resembled a great bird.

The watchers could hear the heavy droning and the whir of the engines. In the centre of the aeroplane could be seen two dark figures, but the observers could not tell whether they were men. Over the station went the big flyer and soon it disappeared to the westward.

Capt. Sisson said that he and his men were able to see the aeroplane for about three minutes and in that time it covered a great distance, the engines and everything about the machine seeming to work in fine shape. The frames and wings could be seen but the watchers could not clearly make out the huddled figures in the centre.

The weather conditions at the time the aeroplane was seen were perfect. There was not a trace of fog or rain in the atmosphere and although the sky was overcast and the night as black as ink, the machine could be clearly seen, lighted up by the big headlight. There was a fine breeze blowing from E.N.E., which was the direction from which the flyer made its appearance.

There is no record of any flights having been made by any of the leading aviators and the identity of the airship and its occupants are not known. Perhaps some daring aerial voyagers were just out for a morning dash, but who they were, where they came, and whither they went, are matters of conjecture.

It is known that the famous Curtiss aeroplanes make their flights from Hempstead, L.I., which is between Fishers Island and New York and it may have been one of them on a return from some long flight. Mineola is also the headquarters of some of the big aviators and possibly the unknown flyer was from that section.

UNHERALDED FLIGHT.

The aeroplane appeared to be about 60 feet long and 20 wide, and from the way its engines seemed to be working it may be that air line records were smashed on the sly, and that some daring navigator of the upper regions stole a march on his competitors by making an unheralded flight in the night.

The report that the aeroplane had been seen caused conjectures to run riot among those who attempt to follow the devious doings of the atmospheric navigators, and they are debating the question as to where the big machine came from. It may be some of the Frenchmen just dropping in to old U.S.A. for a weekend visit or again it may be some machine from Liverpool or London, for a northeast wind might blow in something like an airship if somebody left the door open.

Others will have it that the aeroplane was from Dover. Of course, Dover is a nice little trip to make over night, but if the wind was kind and the engines didn't balk and some man had discovered a new wrinkle in air line conveyances and some one hundred and odd other "ifs," it might be from Dover, but again it might be from Kankakee, or the Isle of Hanky Panky. So what's the use?

1909 August 24 (Tue) New York Times, p. 2.

Airship Over Montclair. / Residents There Puzzled by a Mysterious Machine in Flight. / Special to the New York Times.

Montclair, N.J., Aug. 23.--Residents of the north end of this town last evening again saw a mysterious aeroplane passing over that section of Montclair. The machine was seen before several days ago. The aeroplane flew high, and as it passed over Upper Montclair it emitted a great puff of smoke that observers thought indicated an explosion. The flying machine, however, was not halted in its course, though it came closer to the earth.

A number of people thought the aeroplane was that constructed by Alfred P. Morgan and Harold H. Dodd, young men of this town. They denied, however, that they have been making secret flights. The airship, which they have at 15 Appleton Place, is not quite ready to fly. The motor arrived only today, and until this has been thoroughly tested no flights will be attempted.

The mysterious airship which was seen passing over the town last evening disappeared to the northward, and is believed to have come down in some isolated section of the country where some inventor has his headquarters.

1909 September 4 (Sat.) Indianapolis Star, p. 1.

SIGHTS STRANGE AIRSHIP / BLOOMINGDALE REPORTS EAG / Dirigible Balloon Appears from Southwest, Passes Over the City and Then Sails Westward. FORT WAYNE, Ind., Sept. 3.--(Special).--Residents of Bloomington

[sic] declare that a dirigible balloon passed over the city about 9 o'clock this morning. Several hundred persons were attracted to the streets by the airship and there seems little doubt that such a machine really did pass over the city.

It is said that the craft was visible for at least 15 minutes and the car beneath the gas bag was plainly visible.

The balloon was propelled by a screw in the rear and was steered by a huge rudder. The airship came from the southeast and went directly over the heads of the watchers, veered to the west and passed from sight. The craft was first seen by Oscar Schust and George Price

12.9. Sea monster caught off N.J.; 29. Ghosts in French chateau.

18.2. Halley's Comet. / 19.25. Ghost light on RR proves to be light on

xxxx advertising devices. / 26.11. Auroral interference; 12. Wild man

27.1. Ghostly apparition of casket, Peru, Ind.

Sun. Oct. 10, p. 1. Oakland City Shaken by Mysterious Noise in

Sky. / Many Say It Resembled Battle, While Others Feared Approach of

Halley's Comet.

OAKLAND CITY, Ind., xxx Oct. 9.--Commencing with a low rumble in

the southeast and moving overhead to the northwest a noise passed over

a large section east of this city, coming from a cloudless sky, today.

Farmers visiting here were interested in an explanation of the

phenomenon, which some described as resembling the noise of a battle.

deep rumblings accompanied by volleys of muskets. The sound was heard

for 30 miles, and lasted several seconds. There was no visible distur-

bance in the sky and no jar of the earth. Many persons were frightened

connecting the noise with the approach of Halley's comet, and the only

explanation advanced is that it probably was the near approach of a

meteor. The sound appeared to be near the earth and traveled

xx slowly.

Oct. 1, 9. Balloon w. people, Columbus, Ind.

4.2. Haunted house, Washington, Ind. / 6.6. Halley's comet.

17.21. Cemetery ghost hoax, Youngstown, O.

22.6. Flight in antiquity. / 27.2. English ghosts. / 31.23. Italian

ghost.

1909 September 25 (Sat) Göteborgs Handels-och Sjöfarts-Tidning, p.15

An airship observed over Östhammar.

At 7 o'clock Thursday morning an airship of the Parseval type

passed over the eastern part of Gräsön at a height of about 100 meters

The airship came from the northeast and went in a southwesterly direc-

tion. Any more information about the balloon has not yet happened to

come in.

September 28 (Tues) p. 7.

A meteorite?--A reporter for the Göteborgs Handelstidning states

that he and many other persons yesterday evening at Pixbo during

(about) a minute observed in the northern heavens an intense light,

which is said to have blinded the watchers. After about three minutes

followed a loud noise which lasted for about five minutes.

1909 October 1 (Fri.) Indianapolis Star, p. 9.

Tramp Balloon Snaps Wires / Anchor Breaks Traction Cables and Halts

I.C. & S. Traffic.

NCOLUMBUS, Ind., Sept. 30.--A balloon supposed to be from Chicago

passed over Edinburg tonight. The anchor was let down and became en-

tangled in the high-tension wires of the Indianapolis, Columbus and

Southern traction line, breaking the three wires and seriously damag-

ing the machinery at the power house in Edinburg. No cars are being

run tonight. The same balloon passed over Taylorsville, four miles

xxxxnorth of this city xxx a few minutes later and it was down so low

that the occupants were able to talk to the citizens of the xxx town,

inquiring the distance to Indianapolis and Cincinnati.

1909 December 3 (Fri) Göteborgs Handels-och Sjöfarts-Tidning, p. 8.

Mystery.

A balloon was reported by many persons to have been observed

yesterday evening in Ölskronen. The balloon was lighted and went at

a great speed westward. The good observers even said a rocket was

cast from the gondola.

Social-Demokraten (Stockholm) December 4 (Sat), p.

Balloon over Göteborg from the sea?

At half past 9 on Thursday evening an aerial balloon was seen

passing over Göteborg at a fast speed. The balloon, which was

lighted, seemed to float (hover) at a considerable height and went

westward toward the sea. From the gondola a rocket was cast down,

which was thought to land in Redburgs Park. It stayed afterwards

only a few minutes, and then the balloon went out of sight.

1909 December 13 (Mon) Boston Herald, p. 1 (card 1)

TELLS OF FLIGHT 300 MILES IN AIR / Engineer Says He Sailed from

Worcester to New York Harbor at Night in Aeroplane of Own Invention.

CLAIMS CIRCLING STATUE WHEN 4000 FEET UP / Wallace E. Tillinghast Says

He Invented Machine Under Cover and Is Going to Smash International

Records. / [Special Dispatch to the Boston Herald.]

WORCESTER, Dec. 12--Wallace E. Tillinghast of this city, vice-pres-

ident of a manufacturing company here, made public a story today of his

own experiences at aeroplane flying.

He says he has invented, built and tested an aeroplane capable of

carrying three passengers with a weight limit of 600 pounds, a distance

of at least 300 miles without a stop to replenish the supply of petrol,

at a rate of 120 miles an hour.

He refuses to say where his flying machine is, because he desires

270

to keep it a secret at present, as he wants to enter into Boston con-

tests next year as a sure winner. He says that on Sept. 8 he made a

night trip to New York and return, at which time the machine was

thoroughly tested. This is his story:

REPAIRED IN AIR.

"On the night of Sept. 8, with two mechanics, I left the shop where

the machine is stored, which is within 60 miles of Worcester and

14 [?] miles from a railroad station, and set out in the machine for

New York, which we reached, coming close to the Statue of Lib-

erty, went to Boston and then back again to the starting point without

alighting. When near Fire Island one of the cylinders ran irregularly,

so the motors were stopped and the two mechanics took plenty of time in

repairing it and doing a little work of precautionary nature with other

parts of the machinery. Before stopping the motor we rose to an alti-

tude of 4000 feet and scaled [?] during the 46 minutes taken in repair-

ing the cylinder and looking over the other machinery.

"When the motor was started we were so near land that the headlight

and general outline of the aeroplane with the men in it were seen by

a member of the life saving crew patrolling the beach and notice of this

discovery appeared in a brief dispatch in a Boston paper a day or so

after the trip. This is the longest trip I have ever made, but it is

sufficient to make me believe that the machine surpasses anything that

has yet appeared."

In describing his machine, Mr. Tillinghast says: "It is one of the

monoplane type, with a spread of 72 feet, a weight of 1550 pounds, and

furnished with a 120-horsepower gasoline engine made under my own direc-

tion and specifications. It differs from others in the spread of the

canvases, the spread of the plane and in stability features. Special at-

tention is given in making it adaptable for high speed. All the import

ant parts are covered by patents.

Cannot Capsize.

"Other distinguishing features are that it cannot be capsize, is

easily controlled and the occupants ride on the body of the machine

instead of having the body of the machine behind them. The headlight

is made by the use of acetylene gas generated on the machine. I de-

cline to say where the machine was built or is stationed, because it is

the business of no one but myself and my mechanics.

"I also decline to say what is the limit of speed of the aeroplane

or the highest altitude that I can reach, because I wish to enter the

international races in a fair trial and without rivals knowing what

this machine can do. The speed of the machine so much exceeds the

speed reported at the recent meeting at Rheims that I feel sure the

result will be that the Tillinghast aeroplane is more than an 'also

ran.'

"The altitude records which I have made are greater than any made

by American or foreign make aeroplanes. One advantage in mine is that

the mechanics who have been in my employ are thoroughly competent to

run the machine, and have done so with success, so that in this case it

is not necessary that the inventor or owner navigate his invention.

Made More Than 100 Trips.

"I am now looking around for a suitable location upon which to

build a storage shed and where I can have a starting point. I expect

that the aeroplane will be brought to Worcester about the middle of

February, and from then on it will be given a rigid tuning up and

working out until the international races. I expect that it will show

up a new wrinkle in air navigation. The machine is no experiment, as

it has been thoroughly tested. All of the tests have been under the

cover of night and have been considered successful."

Mr. Tillinghast says that during the past seven years he has been

working on the idea of perfecting an aeroplane. The building, he says,

has been financed by himself on the ground that he wants to win or lose

on his merits. His present building and testing ground he has occupied

for the xxx two years, he says, and its real nature never has been

discovered. His last visit to the home of the aeroplane was early in

November.

Mr. Tillinghast says he has made more than 100 successful trips, of

which 18 have been in the perfected machine. This is the fourth mach-

ine he has built, all successful, and the second at this [p.2] secret

workshop. The other two were built in sparsely settled districts in

the West. He says this building and testing ground is a secret to xxx

every one except himself and his workmen, and even the inhabitants of

that district do not know what is going on.

NOISE LIKE AN AEROPLANE.

Fire Island Surfman Heard it in Air; Sure It Was Not Geese.

NEW YORK, Dec. 12--William Leach, one of the surfmen of the Fire

Island life saving station, believed he heard an aeroplane pass high

above him while he was doing patrol duty at 7:15 o'clock one night.

First he heard a buzzing high up in the air, and whatever made it,

he says, passed directly over his head, but at a height beyond his

ability to estimate. The noise he heard resembled the rattle and hum

of a high speed motor running wide open.

All efforts to convince Leach that he may have mistaken a flock of

geese for an aeroplane only made him laugh. He says he had heard too

many geese pass overhead at night to confuse the sound of their flight

won't until he gets ready, and that if anybody wants to think the story is not true, it fails to interest him in the least.

"I didn't ask to have the story printed," he said. "I haven't asked the public to believe. I am not offering ~~any~~ any stock for sale. I have no axe to grind. One of these days I shall bring the big monoplane out and fly with it, then the public will believe."

"When?"
"When I get ready."
"In the meantime the public is pretty incredulous about the story of your long flight, Mr. Tillinghast. They have just had a Dr. Cook experience, you know."

Mr. Tillinghast smiled. "Believe me," he said. "It is of no special importance to me whether the public believes the story or not. (When I produce the machine at the time I decide everybody will

keeping secret where the monoplane is and other details that I don't want to see in print for the present. I told him the story of my most successful flight."

Mr. Tillinghast is an alert, clean looking man, and does not appear like a person who would see any humor in putting over a gigantic hoax. He certainly does not bear any of the marks of the crank.

"We left the place where the monoplane is kept--three of us--the two mechanics and myself--after dark," he said. "No, I won't say where the place is, other than that it is more than fifty miles from Worcester and ~~sax~~ fourteen miles from a railroad. We headed directly for New York.

"It is not difficult to make 120 miles an hour with my machine, which is 72 feet across. ~~xxx~~ I have a smaller machine 3 [26] feet across with which I have made some successful ascensions. The big one will carry three people whose average weight is 200 pounds. It differs from all other types in that the passengers sit in the main body of the machine.

"It is not exactly true that I circled the Statue of Liberty in New York harbor. I went within sight of it--I should say about a mile away--and we had trouble with the machinery and I had an opportunity to demonstrate one of the things in which my machine differs from all others. I stopped the motors and for forty-six minutes remained in the air without power while the mechanics made the necessary repairs.

"During all that time we soared about in the air. The machine cannot capsize, and if it is stopped high in the air, will remain afloat for a much longer time than on that occasion. When the repairs were completed we had fallen perhaps 2000 feet.

"Then I headed for Boston. I did not pass over the city but circled it, passing over the harbor at a height of perhaps 1500 feet. Then I headed for our starting point and arrived there before daylight."

This trip was made, according to Mr. Tillinghast, on September 8. He says he is planning to bet a suitable place in the vicinity of Worcester for storing and starting his monoplane.

"Are you going into the manufacture of these machines?" he was asked.

"Whatever I am going to do," he replied, "I am not asking any one for a cent of backing. I have sufficient to complete my experiments and prove that I have the greatest and most practical heavier than air flying machine that was ever invented.

"Had I had my way nothing would have ever come out about it until I appeared at some aviation meet and demonstrated the power and practicality of the monoplane. No other machine equals it. Why, the speed of 120 miles an hour may be kept up as long as the power continues to run. The distance that can be traversed and the speed at which it may be done is merely a matter of carrying fuel."--New York Sun.

The New York World today prints the following:

DAYTON, O., DEC. 13.--Wilbur Wright was asked this evening: "Do you think it possible that any man could make such a flight as Tillinghast says he made?"

"Well, it might have been possible for Tillinghast," replied Mr. Wright with a humorous twinkle in his eyes. /

HAMMONDSPORT, N.Y., DEC. 13.--Tillinghast story interesting reading but it is unsuitable for news columns of the World. /GLENN H. CURTISS. /

LENOX, MASS., DEC. 13.--Extraordinary if facts can be proved. Reminds me of nightly visits of German airships to England last summer. Needs strong corroboration. / RENE CORTLANDT P. BISHOP. /

1909 December 14 (Tue) Boston Herald, p. 14. (card 1)

W.E. TILLINGHAST AWAKES FAMOUS / Aeroplanist Who Says He Floated at Altitude of 4000 Feet with Stalled Motor Is Besieged with Inquiries. / ARRIVAL OF GIRL BABY ADDS TO HIS TROUBLES / (Special Dispatch to the Boston Herald.)

WORCESTER, Dec. 13.--Wallace E. Tillinghast, the inventor and manufacturer, who claims to have made a flight in an aeroplane on the night of Sept. 8 to New York and return and floated around in space over Fire Island in New York harbor at an altitude of 4000 feet with a stalled motor, awoke today to find himself besieged on every hand with telephone calls and telegrams from various parts of the country relative to his alleged remarkable trip. This sudden notoriety, accompanied by the fact that he became the father of a girl baby yesterday, has kept him exceptionally busy, and early in the day he shut himself out from all interviewers regarding his aeroplane. At the Central Supply Company, where he is connected in a business way, it was necessary to cut out all telephone calls, and he rather regrets that he gave out the story at this time. He said he gave it out now because he was afraid it would become too public property later and he does not want to be bothered with the many inquiries that have resulted from his statement. "I tell you the statement about that night trip is absolutely true, and that is all there is to it," was the statement today when asked

concerning further details. He said there was nothing further to say about the trip, that he did not consider it of such importance to make all this fuss about it. He said he had made many flights, all of them being in the night time, but this happened to be the longest he had taken and he thought it the most important. When asked how he felt sailing through the air at the rate of 120 miles an hour at an altitude of 2000 or 3000 feet, he said about the same as when one is running along the calm ocean in a fast motor boat. The sensation, he said, is rather enjoyable.

He still refuses to reveal the storage place of this aeroplane, but says it is guarded night and day by four men and there is no possibility of any one seeing it. He has a crew of men working on the machine all of the time and he has no doubt he can do anything he wants with it in the way of aeroplaning when he gets ready. He claims to have made in his experience in aeroplaning experimenting 100 trips in machines of four types and sizes, but in this large machine he has gone in the air 18 times.

Now that the story has been published, several neighbors of Tillinghast say that he was accustomed during the summer nights to make trips in his automobile. He owns an old-fashioned auto which is of the one-cylinder type, and makes considerable noise. His garage is directly back of his home on Orme street, and a neighbor says that two or three mornings during the week between 1 and 2 o'clock he would be awakened by the chugging of this automobile. When asked the following day what he was doing out so early in the morning with the automobile, Tillinghast would say that he was working on a little side line and had taken a long trip into the country, where he had some interests. He jokingly told a friend early in July that he was building an aeroplane, as they were becoming stylish, and he wanted to be in style.

He said one morning he sailed over New Haven when the bells were ringing for people to go to work, and another morning he made a trip over Hartford after sunrise. He says that a short time before he made the alleged New York trip he made a most successful trip over Litchfield, Ct., and when the people were going to church in that town one Sunday morning he sailed at less than 100 feet over the church spires in which the bells were ringing.

Today the people of the city have endeavored to get him on the telephone so that they might joke him about the story, but he does not take kindly to the joking, but says it is a serious matter and he has done all that he claims. 1909 December 14 (Tue) Willimantic (Conn) Chronicle, p. 8.

WHAT MR. HANNA SAW HAVE BEEN THE WORCESTER AIRSHIP / South Windham Road Man Tells of Observing What Appeared to be a Traveling Searchlight. / WAS MOVING RIGHT ALONG AT GOOD RATE OF SPEED. / Thinks Now That it May Have Been the Aeroplane in Which W. E. Tillinghast Claims to Have Made a Flight from Boston to New York and Return.

E.B. Hanna, who lives on the South Windham road, reports that in September last he saw something that he now thinks may have been the flying machine in which Wallace E. Tillinghast of Worcester claims to have made a flight in from Boston to New York and return.

In a monoplane of his own building and with two ~~assistants~~ passengers, Mr. Tillinghast says he made a flight from Boston to New York and return on the night of September 8, without coming to the ground.

He described his aeroplane as being capable of carrying three passengers with a weight limit of 200 pounds each, three hundred miles without a stop to replenish a supply of gasoline, and says he can attain a speed of about [] miles an hour. He says his machine is the monoplane type, with a spread of seventy-two feet, a weight of 1,550 [?] pounds, and furnished with a twelve horse-power gasoline engine, made under his own direction and specifications, fully covered by his own patents.

He says the passengers ride on the body of the machine instead of with the body of the machine behind them. He also says it has a search light made by the use of acetylene gas generated on the machine. He will not say where the monoplane was constructed, that being his secret, neither will he give the names of his machinists.

Business associates of Mr. Tillinghast say he never has taken them into his confidence, but knowing him to be a mechanical engineer they would not be surprised at anything he did in this line.

Mr. Hanna says that he saw what may have been this aeroplane one night in September but he cannot give the date. It was about 7:30 o'clock in the evening and what looked like a searchlight traveling through the air was first seen over Windham Center way, coming towards Willimantic. Then it veered off, going towards South Windham and Lebanon.

Mr. Hanna watched the strange object for about an hour. He heard nothing and all he could see was the bright light, which was moving along at a good rate of speed and swaying back and forth.

When he went into the house he remarked to his wife that he guessed he had seen an airship. He told some of the neighbors about it on the following day and then he forgot all about it until he read in the papers this week the story told by Mr. Tillinghast of his remarkable flight.

Whether or not anyone else saw the strange light Mr. Hanna does not know. 1909 December 13 (W) Arkansas Gazette (Little Rock), p. 2

News of the City / Airship Flies Near Little Rock, Perhaps.--A. W. Norris of Habelvale, road overseer of District No. 8, is of the opinion that an airship passed over his residence at about 10 o'clock Monday night. Mr. Norris states that he was standing in his doorway when a strange light appeared, apparently about 300 feet above him, traveling south at a rapid rate of speed and disappeared a moment or two later in the darkness. He said that the light had the appearance of a searchlight similar to those used on automobiles and it rose and fell like a bird in flight. The night was cloudy, which precludes the possibility of the light having been a star or any astronomic phenomena.

STRANGE PHENOMENON OF HEAVENS IS SEEN / Cylindrical Shaft of Light Stretching Across Southern Sky Arouses Much Interest and Speculation.

Shortly before midnight last night a somewhat remarkable phenomenon in the Southern sky was seen by belated pedestrians and unfortunates who work while others sleep, in a cylindrical shaft of light, which, arising from the southeast horizon, stretched athwart the firmament far to the east. The first intimation that the Gazette editorial force received was by telephone inquiries from several citizens, who naturally looked upon the Gazette as the fountain of all knowledge, as to what it was.

There are times, however, when the greatest fail, and the Gazette was unable to satisfy the inquirers, by reason of the staff astronomer not being on the job. It should be explained that the staff astronomer belongs to the Amalgamated Union of Star Gazers and Searchers of the Heavens, who adhere strictly to a six days' schedule and who, in consequence, refuses to astron of a Sunday.

All Try to Explain It.

Several theories were advanced. One was that it was merely a cloud, but it was held too luminous for any ordinary well-behaved cloud, and, as the staff astronomer's understudy pointed out, it was too straight, steady and regular in outline, clouds being erratic in gait and irregular in form. The reporter called by his familiars "Shorty," for short, adjudged it to be the headlight of an airship. He was excused from further guessing. The railroad reporter had a theory all his own, to the effect that the weird ray proceeded from the searchlight of a new engine just placed in the Rock Island yards, but as the light clearly pointed upwards his theory was laughed to scorn, without the engine had gotten gay and reared up on its hind wheels. Another member of the staff had it that it was the track of a comet, but a search of the various almanacs, including that of the great star prophet, Hicks, failed to reveal any comet due on schedule.

A consultation was called and it was decided to send a reporter to awaken Weather Director Alciatore and get him to give an expert opinion and incidentally contract a case of pneumonia. But just then the whole force went to the windows to catch another look at the strange heavenly visitor with a view of turning loose another assorted bunch of opinions—but the mysterious phenomenon had faded as unaccountably as it had appeared.

1909 December 20 (Mon eve) Boston Globe, p. 1.

SAILED OVER THE HARBOR / Unknown Airship Makes a Flight in Night. / Was Traveling at High Speed, Heading Southerly. / Immigration Inspector Hoe Able to Distinguish Part of Framework of Craft.

Traveling at a rapid rate of speed an airship passed over Boston harbor at an early hour this morning, coming from the direction of the north shore, cutting across from East Boston and disappearing in a southerly direction.

Immigration Inspector Hoe, who was on duty at the immigration station at Long wharf, was awakened by the sound of the whistle of the steamer James S. Whitney as she moved into her berth at India wharf. It was about 1:15 a.m., and when inspector Hoe looked out of the window he was surprised to see the airship shooting through the air. It was clear at the time and the inspector was able to distinguish a part of the framework of the air craft, which was made quite clear by the reflection of the light which seemed to be carried beneath the framework.

It was impossible, however, to distinguish the style of airship, or whether there were more than the operator in the car.

Considerable mystery seemed to have been attached to the movements of the machine, the aviator evidently preferring to make his flights in the stillness of the night.

Capt Crowell of the steamer James S. Whitney, when asked if he had seen the airship, smiled and said that his time was entirely occupied in keeping watch on ships afloat, and he did not look skyward.

It was suggested by one of the ~~xxx~~ inspectors that the unknown aviator might have been Mr Tillinghast, who is reported to have made several flights in his machine from the vicinity of Worcester, attaining a speed of 120 miles an hour.

The story told by the immigration inspector caused considerable interest among the customs officials and others who have to do with watching for incoming vessels along the water front.

1909 December 20 (Mon) Boston Globe, p. 14.

TILLINGHAST VERY MODEST / Refuses to Talk of His Flying Machine. / It Is Alleged That It Can Do 120 Miles an Hour. / And Carrying Three Stout Persons at That.

WORCESTER, Dec. 19—According to the ~~xxx~~ story of Wallace E. Tillinghast, a mechanical and consulting engineer who lives at 47 Orne st., he, as the inventor and operator of a monoplane, has the Wright brothers in the amateur class and makes Bleriot a has been.

Mr. Tillinghast says he has a monoplane which carries three persons, of an average weight of 200 pounds, which makes a speed of 120 miles an hour, and in ~~xxx~~ which he has made numerous flights, one on the night of Sept. 8, when, with two of his mechanics, he tuned up the machine and took a little jaunt from some undisclosed point "within [60] miles of Worcester," over to New York city, circled the statue of Liberty and then jogged back to New England, circled about Boston and after that ran to the hiding place of the monoplane and tucked it away where no one could find it.

Incidental to the round trip to New York, an aerial stroll of so little significance as to be unimportant and scarcely worth mentioning, Mr. Tillinghast mentioned carefully, that near Fire Island one of the motors which makes his wheels go round, ran irregularly, so he ran the machine up to a height of 4000 feet and shut down, letting

the monoplane just stay around during the 45 minutes it required for the ~~machinists~~ machinists to effect repairs.

All Flights at Night.

Mr. Tillinghast says he has made [16] flights in his great machine and more than 100 successful trips in aerial craft preceding it, which he has invented, built and operated. He has been experimenting with heavier-than-air machines about seven years, and they have become so common with him that he doesn't pay any more attention to them than a commuter does to a trolley car.

As Mr. Tillinghast has made all his world record-breaking flights at night, he says that no one but himself and his trusted mechanics have ever seen the monoplane which is his latest work and which, as he related the story of his accomplishments with it, compares with the Wright aeroplane as a Shore line train does with a horsecar.

Mr. Tillinghast does not, apparently, intend that any other inventor shall swipe any of his ideas, for although he says he has every improvement in his world-better patented, he is withholding a detailed description of his machine. He did say, however, to a Worcester reporter, who got the first and, so far, the only authentic interview concerning the invention, that his machine is of the monoplane type, with a spread of 73 feet, a weight of 1550 pounds and furnished with a 120-horse power gasoline engine made under my own direction and specifications.

This description is not particularly full of detail, but is given so that if at any time Mr. Tillinghast should be delayed in one of his nocturnal flights and shouldn't get under cover before daylight, and you should see it shooting past at a height of 4000 feet, more or less, you ~~xxx~~ will know what it is. A further point of identification may be three fat men sitting nonchalantly in the three seats, their faces showing the ennui they feel over the whole business.

Mr. Tillinghast says that on the night of Sept 8, when he sauntered over to New York and then to Boston, he had, counting himself, three men aboard the wonder, and that their ~~weights~~ weights aggregated about 600 pounds, so with the machine itself weighing 1550 pounds the whole outfit tipped the scales at 2150 pounds, or a little more than a ton. This is the weight that floated around in the air 4000 feet above Fire Island for 46 minutes, as inventor Tillinghast tells it. As he says the monoplane makes a speed of 120 miles an hour, which careful mathematics will show is two miles a minute, or a mile each minute for each horse power in the Tillinghast engine, imagination fails in conception of what would have happened to the inhabitants of any house if the monoplane with the ton and something over of weight, including three stout gentlemen, had bumped them.

Doesn't Like Applause.

A Worcester paper printed Mr. Tillinghast's thrilling story some days ago, and since that time enterprising newspaper men, journalists and magazine gentlemen have been jumping into Worcester, and jumping right out again, trying to get the inventor to elucidate. Up to date there has been nothing doing beyond the first announcement. Mr. Tillinghast has been almost as hard to find this week as Dr. Cook. When he has been run down he has preserved a silence which, if not dignified, has been dense. He appears to shrink from the plaudits of his admiring fellow countrymen and refuses them his confidence through their representatives of the press.

The Globe reporter came up here with it firmly fixed in his mind that he had read that Mr. Tillinghast had been run down or into a corner by a newspaper reporter who had discovered his secret, the secret of the ages, as it were, and that Mr. Tillinghast had, with great reluctance, admitted that he was the inventor, patentee, owner, and captain of the fastest and most wonderful monoplane in all the world. With a man so modest that he would divulge his secret only as a last resort, when discovered by a trustworthy reporter, the Globe's modest representative figured he was going to have a difficult time in becoming the repository of more of the Tillinghast secret. It was worse than that, even.

The Globe reporter did discover, however, that the reporter who got the original and, as has been said, so far, the only, interview with the great inventor, didn't have to spend any sleepless nights in running down Mr. Tillinghast. As a matter of fact the reporter didn't have to do any worrying at all about securing his "scoop," which is newspaper English for an exclusive publication.

The day before the thrilling news came out in the Worcester paper, Mr. Tillinghast telephoned to the newspaper office and asked to have a certain reporter whom he knew sent around to see him as he had an idea to give out. That reporter had resigned and gone his way, but they told Mr. Tillinghast they had one just as good, and would send him. Mr. Tillinghast said, O, very well, just like that, and the substitute was sent.

No More Till February.

When the reporter and Mr. Tillinghast met the latter casually related his story of the 120-mile-an-hour monoplane, mentioned the night trip to New York, Fire Island and Boston merely as an incident, and stated that he has his aeroplane stored in a secret place which is about 60 miles from Worcester and 14 miles from the nearest railroad. He said he wasn't going to do any more flying until February, when he would bring his machine to a point nearer Worcester, and probably would make some public flights.

The reporter was made happy by getting such a nice, big story, but he was made happier than ever by the promise of Mr. Tillinghast that he would be one of the first to be given a ride. The reporter was told that any time he wanted to drop over to New York to spend the afternoon he could have the use of the 120-mile-an-hour flyer. Casually, the reporter said his folks live in Texas, and Mr. Tillinghast showed the goodness of his heart by offering to run over there with him on a visit some day when he has time.

As though the matter was of no special moment, Mr. Tillinghast cou-

...fided to the reporter that the reason he mentioned the fact of his successful invention at this time was to avoid the annoyance of being asked questions and being bothered by reporters, when he brings the mystery out of its retirement in February.

1909 December 21 (Tues) Boston Herald, p. 12.
BOSTON AIRSHIP A BOAT'S MASTS / Inspector Hoe Mistook Towering Sticks of the James S. Whitney for Framework of Mysterious Night Flyer. / STEAMER WAS MAKING WIDE DETOUR TO BERTH
The mysterious "airship" which was sighted circling over Boston harbor last night has been identified as the towering masts of the steamer James S. Whitney, which ran on the rocks of Hell Gate in New York harbor Saturday night and which arrived in this port about 1 o'clock yesterday morning. Immigration inspector Arthur W. Hoe heard the whistle of the Whitney as she came up the harbor. As is her custom in docking the Whitney makes a wide detour going up on the easterly side of the harbor and turning, coming down on the westerly side so as to back into her berth. After talking the matter over Inspector Hoe was convinced that he mistook the topmasts of the Whitney with their lights for the framework of an airship. In the darkness he did not make out the hull of the steamer.

Officers and crew of the steamer, who were on deck at just the time that Inspector Hoe had visions of an airship flying over the harbor, say they saw nothing of any airship.
1909 December 22 (Wed) Providence (R.I.) Journal, p. 6. (Card 1)

AEROPLANE IN CLOUDS DESCRIBED OVER STATE / Sky-Gazers Declare They Saw Lights and Shape of Airship. / HEADED DUE SOUTHEAST / Colonel R.H.I. Goddard's Head Gardener at Potowomut, Providence Couple and Others Tell of Strange Spectacle in Skies Streaking It Toward Long Island Sound.

Rhode Island has at last entered the list of States whose inhabitants believe they have seen airships in full flight across the country. For some time past Long Island coastguards have reported whizzes and whirrs and headlights enough to make a second aerial carnival such as was held at Nheims, but Rhode Island had been neglected in these observations.

The first two places in this State to report signs of aviation above them are Potowomut and Providence. In Potowomut the observers were not sure that it was a real aeroplane, but in this city the report has all the earmarks which characterize the life savers' reports.

One bright evening late last week, Charles J. Greene, who is head gardener at the estate of Col. Robert H.I. Goddard at Potowomut Neck, noticed a moving light in the sky somewhat to the north of the Goddard place.

He and other employes watched the light until it went out of sight to the southeast. According to Mr. Greene the light was of a rather bluish tinge. The framework of an aeroplane was not discernible at the distance, but Mr. Greene and his fellow observers were certain that it was either an aeroplane or a balloon, as the light was entirely different from that of any of the stars.

BOUND SOUTHEAST.

Had the night been darker with less interference with observation from the glow of the moon and the stars, Mr. Greene thinks it very likely that he could have satisfied himself that it was an airship. It had come from the northwest and was bound southeast when he saw it. He judged that it crossed the west shore of the bay at a point above Old Warwick.

Mr. and Mrs. William S. Forsythe of Evergreen street, near the Pawtucket line, are the Providence couple who report they saw an airship. They are as thoroughly convinced that it was a real aeroplane as they were of being awake.

The Forsythe observations occurred at about 1 o'clock yesterday morning. Mr. and Mrs. Forsythe happened to be up, making preparations for the observance of Christmas, when Mrs. Forsythe looked out of the windows.

Her attention was attracted by two red lights in the sky, which were different from anything she had ever seen there before. She called her husband to the window and both watched the strange spectacle.

The lights appeared to be covering a course that was varied, now rather close to the earth and then soaring upward, but always making toward the south. They were able to make out an object which appeared to be in front of the lights and which kept with the two red spots.

SAW TAIL LIGHT.

The Forsythes believe they saw the tail lights of a big aeroplane. It was moving at such high speed that they could get little more than a superficial view of the appearance of the object, although what they saw was enough to satisfy them as to the identity of the contrivance.

The Forsythes watched until the lights faded out in the haze on the southern horizon. When they arose in the morning they promptly told all their friends of what they had seen.

1909 December 21 (Tues) Berkshire Evening Eagle, p. 1.

Light Caused by a Toy Balloon / By the Associated Press.
WORCHESTER, Mass., Dec. 23.--That the bright light which moved over the city last night and which many thought was a search light attached to an aeroplane, was made by a fire balloon in the belief of numerous citizens. The fire balloon theory was advanced by its advocates today on the ground that the balloon moved in one direction while near the earth and that on reaching a higher altitude it entered a current of air moving in an opposite direction. No one has been found who saw anything that looked like a frame work near the light. All that was seen last night was a light about half as bright as the moon and which moved slowly across the central portion of the city and then back again finally disappearing at the end of two hours.
Jan. 14--Chatta. dirisible.

Boston Evening Transcript Dec. 14 p12--Fortunately the claimed achievement of the Worcester aviator can be proved or disproved without sending to Denmark (re Cook).
Dec. 24 pt. 2 p.2--The Worch people are diligently observing one of Dr. Hale's precepts: "Look up and not down."
Dec. 31 p. 1--Dirt is Flying on Mars--canalae novae in Syrtis Major region--Lowell before AAAS.
Mon. Mar. 24, 1910--Comet Has the Skies / Aeroplanes Forgotten by Those Who Watch the Heavenly Visitor First Discovered in S. Afr.
Walc, Tillinghast Ave, comet! The men, women and children--and a few pickpockets--who spent their leisure evenings watching for the mysterious aeroplane from Worcester will now get quite as much satisfaction craning their necks to see the comet.
1909 December 21 (Th eve) Boston Globe, p.1 (Card 1)

WORCESTER PALPITATING / All Excitement Today Over That Airship / TILLINGHAST GENERALLY GIVEN CREDIT FOR BEING THE MAN. / So Many People Saw It That No Question Is Raised of Some Craft Making Flight.

WORCESTER, Dec. 23.--If Worcesterers was awake last night at the high-in-the-air performances of a mysterious craft that plowed through the atmosphere, today the town is palpitating with excitement over the identity of the aviator, the character of his machine and the place from whence he came to circle over the city. Credit is universally given to Wallace E. Tillinghast, the man who has admitted that he has a powerful monoplane, and who has stated that his invention is so efficient that it has remained aloft for 20 minutes with the engines stopped.

Mr. Tillinghast is regarded as the pilot who navigated the airship above Worcester because he is the only person in this vicinity who is known to have an aeroplane and because he was absent from home last evening, and even Mrs. Tillinghast says she does not know where he was. But he has set the tongues a-wagging, and the sleuths are hot on the trail of the shelter where his device is stored.

Mr. Tillinghast left his office late in the afternoon and boarded a train going east from the Union station. No one was trailing him, so it is not known where he left the train. Usually when he has made evening excursions from Worcester he has journeyed by automobile, but for some reason yesterday afternoon he discarded it.

Sure There Was an Airship.

Whether the noncommittal Mr. Tillinghast is the man who startled the city last evening or not, there is no doubt that some person was navigating a heavier-than-air machine here. So many reputable persons saw it and agree in their descriptions tobt even the most skeptical is not questioning today that it did happen.

It could not have been a meteor, nor a mirage, nor any nebulous phenomenon of the heavens. On this dark night, with the atmosphere laden with snowflakes the stars could not have been a jangling, say the scores who observed the black object above the city's building line.

The demonstration began about 6:30 p.m., when policemen and Christmas shoppers on Main st. saw a brilliant ray cutting the dark. It was first observed in the direction of Grafton, southeast of Worcester, and the watchers saw the light growing brighter, indicating the approach of an object high in the air.

It seemed to be aloft 1000 feet, and the rays apparently proceeded from a lamp about the size of the searchlight of an automobile. As it came nearer it was apparent that the lamp was attached to a large black object, but the machine was so high that its form could not be distinguished.

Soon after the first man on Main st. pointed it out, the object sailed over city hall and proceeded above the main thoroughfare to above the State mutual life insurance company's building. Groups of men and women watched it as it could be traced by the light toward Greendale, where farmers and railroad men had their attention attracted.

A short time afterward the operator began to cut great circles around the center of the city, and then he headed west. He was missed for about half an hour and during that time was evidently making a flight to Marlboro and return, for authentic reports from that city have identified the aeroplane.

Between 7 and 7:30 p.m. Worcester had Another sight of the airship when it appeared over Main st from the west. This time the aviator was aggravated the curious still more by bringing his craft to a halt in the air above the State mutual building.
Hundreds Saw It.

Arthur Nichols and A.H. Wyman, in an automobile, drove through the street calling the attention of the people to the strange craft above their heads. A porter sweeping the sidewalk in front of a restaurant dropped his broom and called 60 diners to the street.

Hundreds were looking up at the black object and trying to distinguish its outlines. Others were listening for the whirr of the engines.

Though the darkness made it difficult to describe the character of the machine, there is a general agreement by the observers that it was a type of aeroplane. A policeman says he saw broad, projecting shelves that looked to him like the planes he had seen in pictures of the Wright brothers' invention. He also says it was a monstrous affair, for the dark blotch indicated a great expanse of wings. But he could not tell how many planes the craft had.

Other observers insisted that they could detect figures seated in the center of the machine. Some said there was one human form aloft and others protested that they could discern two persons, presumably men.

Many persons saw the light and described it as powerful enough to illuminate a way sufficient to enable the aviator to dodge trees and buildings, but of little service to those below in disclosing the structural form of the craft. While the populace was in imminent danger of dislocating their necks the man in the airship held his rudder true and remained for several minutes stationary about the State Mutual life building.

It seemed as if he were tantalizing the throng below, so long did he hover. All the time the sibilant note of the engines could be heard above the exclamations from the crowd.

In the midst of this tense excitement the craft got under way again and made another circle off toward Greendale. As the light grew dimmer it appeared to be traveling to the southeast again.

Wallace E. Tillinghast, if it was he, had satisfied a crowd of people that he possessed an airship possible of navigation at a great height and also capable of marvelous control.

HOW FAST DID IT GO?

No one ventures to compute the speed the ship made last evening. Many of the observers describe the flight as faster than a railroad train, and others posing as speed experts assert that at one time the aeroplane was making more than 60 miles an hour. With a heavier-than-air machine the laws of physics require an excessive speed for the attainment of a height, and the progress of ascent depends upon the rate at which the craft can be sent against the air. So the experts, calculating the height of the ship last night to be fully 1000 feet, argued that the aviator must have developed a speed of more than 60 miles an hour.

But the mystery is only deepened by this performance of last night. Perhaps it was Tillinghast, the man who says he made a record flight to New York and return on Sept. 8 and stopped for 46 minutes 4000 feet in the air while he repaired his engines. He is on record as having defied the laws of gravitation in this exploit.

But if Tillinghast is the daring conqueror of the air, the people are straining their ears for more details. Where was his wonderful machine made, and where is it being so successfully concealed? Where did he come from last night, and where did he land when his flight was over?

A hundred questions are awaiting the man credited with the exploit of last evening. Up to this time Mr. Tillinghast has given but the barest information about the aeroplane he says he constructed and with which he has made 100 flights.

Hitherto no one has seen any phenomena in the air that might have been his invention, but after last night Worcester people are ready to believe any explanation Mr. Tillinghast might offer.

TILLINGHAST SILENT.

Would Not Discuss Mysterious Occurrence of Last Night and Shut Door on Reporters.

WORCESTER, Dec. 21.--Wallace E. Tillinghast, who was thought by many to have been the aeronaut, especially after his claim that he flew to New York and back in a mysterious airship, was besieged by newspapermen upon his appearance at his office here today.

He not only refused to comment upon the mysterious light last night but after finding that he was being closely questioned shut the door of his office and refused to hold further converse with the reporters.

MARLBORO HAS IT, TOO.

Town is Airship Crazy, and Several Saw Mysterious Craft Last Night and Described its Exact Course.

MARLBORO, Dec. 21.--This city is seemingly airship crazy and in spite of the preparations being made for the celebration of Christmas, airships are greatly discussed. Wallace E. Tillinghast, the Worcester man reported to have made an aerial journey from New York to Boston is the man held responsible for this condition of things.

The mysterious airship made its appearance in this vicinity Tuesday evening, Dec. 14, and since that time has been here at least eight times. It generally appears in the heavens about 7:30 in the evening, turns around and goes in the direction of Worcester.

Several hundred spectators gathered near the city hall last night to await its coming, and little knots of people gathered in different parts of the city. Last night when it appeared it seemed to have a strong searchlight attached.

Among those who saw the ship was Guy Lane, a motorman on the Boston & Worcester street railway, who said that it kept ahead of his car which was going at a rate of speed equal to the car--30 miles an hour. Mr. Lane said the searchlight seemed to be about the same size as that used by the Boston & Worcester street railway, and the operator of the airship appeared to have perfect control. Conductor Edward Stone corroborated Mr. Lane's story.

1909 December 23 (Th) Boston Globe, p. 6.

Air Ships Seen at Night.

To the Editor of the People's Column--References concerning the Concord "Double Meteor" have been appearing lately in the press. As to this may I recount the following, seen while in camp on the shores of lake Winnepesaukee last August. Shortly after dark one evening we saw approaching from Meredith way, two bright lights in the sky a fixed distance apart, high in the air and drawing near with lightning speed. Passing our camp, whatever it was, it disappeared over toward the Ossipee hills. Only the great speed of the lights marred our belief that it was an aircraft. All doubt was dispelled the next morning by news received from two vacation people a half-mile distant--Dr. Frank Chapman of Groveton, N.H., and Dr. Walter Westwood of Beaumont. These men, it seems, not only saw the lights moving toward Ossipee, but saw them returning about an hour later. Thus the meteor theory is disposed of, and this news from Worcester as to Tillinghast offers itself as a refreshing possible hypothesis in explanation of the strange sight we saw that night. Cyril A. Herrick.

Woburn
1909 December 23 (Th) Boston Herald, p. 1.

WORCESTER AGAPE AT AIRSHIP LIGHTS / Wallace E. Tillinghast May Have Been Flying Above City; Business at Standstill While People Watch. / DESCRIBES CIRCLES AND DISAPPEARS IN DISTANCE / Appears to Be About 1000 Feet in Air: Machine Also Seen Over Marlboro in Course of

Evening. / (Special Dispatch to the Boston Herald.)
WORCESTER, Dec. 21.--Fully 2000 people stood on Main street tonight and watched a mysterious light which travelled from 600 to 1000 feet above the earth, for a time passing up and down over the entire city from east to west and later describing circles nearly over City Hall. When the light appeared there was a slight fall of snow and the moon and stars were not visible. The conditions remained about the same up to 9 o'clock, when the light disappeared to the southwest.

The only explanation that could be given tonight was that it was Wallace E. Tillinghast and his airship. Last night a strange light was seen over Marlboro. Its description tallies with the one seen over this city tonight. With the appearance of the light newspapermen hurried to Tillinghast's home. He had been at home at noon but did not return at night. No explanation of his whereabouts would be given by members of his family.

Business men, fully 50 policemen and scores of citizens will swear that they watched the light for an hour or more as it gyrated high in the air. But just what it was is another mystery. Some said it was attached to a kite, and this seemed a plausible theory, as the light moved only two or three blocks back and forth in the same general direction.

Disappeared for a Time.

Then the light sailed off to the southwest, where it disappeared. An hour later the light came back and described a number of circles high over the centre of the city. This convinced all the kite theorists that they were wrong in their conclusion, and at the same time proved that it was not a balloon.

The light was first seen by the squad of policemen leaving the central station on Waldo street at 5:40 o'clock. At about the same time a patron of a restaurant on Main street saw the light. He called to the ~~patron~~ proprietor and soon 50 patrons of the place were on the sidewalk watching the light.

From Main street the light appeared about two-thirds the size of an automobile headlight. It was about twice as bright as the moon, which at one time broke through the clouds, but not clearly enough to make it possible to see what the light was attached to. Persons standing in front of the State Mutual, the highest building in the city, said the light was fully 1000 feet in the air.

Flare at Times.

At times there was a flare of the light and it looked just as the headlight of an automobile looks at a distance when the machine whirls around a corner. At other times it could be seen side on, giving the appearance of a strong light with a reflector back of it, casting a glare into the space beyond.

The light, when it first appeared, travelled back and forth from the State Mutual building to the postoffice in Franklin square. It was about 7 o'clock when it disappeared to the southwest. It came back again about 8:40 o'clock and circled high about the City Hall, describing circles of a radius of a dozen blocks or so.

Christmas shoppers on Main street forgot their errands, and in some quarters of the city the routine of business was practically at a standstill. More than a score of policemen forgot to travel their beats and to send in their duty calls at regular intervals.

Tillinghast's Claims.

Although Tillinghast claims to have made over 100 successful aeroplane trips in machines of his own construction, of which a score have been made in the machine which, it is believed, navigated the air over Worcester and vicinity last night is was not until Dec. 13 that the story of his creative interest became public.

On that date aeronauts and others were surprised by the announcement that Mr. Tillinghast had on Sept. 8 made a trip in his aeroplane to the Statue of Liberty in New York city, thence to Boston and back to his starting ~~point~~ point, a distance of 600 miles, without once alighting.

Mr. Tillinghast says that he will make his first competitive test during the airship exhibit in Boston next summer. He describes his machine as being of the monoplane type, with a spread of 72 feet, weighing 1550 pounds and furnished with a gasoline engine of 120 horsepower, made from a particular specifications. An average speed of 20 miles an hour has been attained from its power, he says. Three persons are usually carried, two mechanics and Mr. Tillinghast. He claims that its performances exceed the best announced records for speed and altitude.

MARLBORO, Dec. 22.--An airship was sighted over Marlboro tonight about 6 o'clock, going northwest at 300 or more miles an hour. Persons in all sections of the city reported having had a glimpse of it. Its general course, they say, was in the direction of Clifton.
1909 December 23 (Th) Boston Journal, p. 1.

THOUSANDS SEE BIG AIRSHIP SAILING OVER WORCESTER / Believed to Be Wallace E. Tillinghast in His Aeroplane. / INVENTOR ABSENT FROM HIS HOME / Machine Circles City Several Times at Height of Two Thousand Feet.

Worcester, Dec. 22.--Wallace E. Tillinghast, the mysterious aviator, whose tales of flying to New York and back at a speed of 120 miles an hour on Sept. 8, in an aeroplane of his own invention, startled the aeronauts of this section of the country, was seen by fully a thousand residents here tonight repeatedly encircling the city in a huge airship Mr. Tillinghast Absent.

At least the people who saw the airship took it for granted that Tillinghast was the aviator, and a Journal reporter, with others, at once made inquiries and learned that Mr. Tillinghast was away from home and that he telephoned his house from his office at 4 o'clock in the afternoon that he would not be home tonight. Further than that, he usually goes to where he says his aeroplane is hidden in his automobile but his auto is now out of repair, and he was seen taking a train shortly after 4 o'clock this afternoon.

At 11 o'clock tonight he had not returned to his home and was not expected until morning. All this taken into consideration, together with the spectacle of the red tail-lights and the dim black form of the airship hovering about the city from almost every point of the compass leaves no doubt in the minds of all who witnessed it that Mr. Tillinghast was the operator and the airship was his own invention.

Saw Red Tail-Lights.

Mr. Tillinghast has said repeatedly that he was not ready to exhibit his craft to the world until some time in the early spring, probably next February. He has also said that he does not care whether the public believes his statement or not about his former trips. He says he always goes out in the night for the purpose of secrecy.

At about 6:40 tonight one of the employees of the Pitman & Thurston restaurant was at the door and saw the red tail-lights soaring high overhead, coming in a direction apparently from Millbury. He stepped inside the restaurant and told Paul McHale, the manager. Mr. McHale and patrons of the place went out and took a look at the thing. Others gathered and soon there was a great crowd.

There seemed no doubt but it was an airship. The red lights were unmistakable, as was the spreading black form of the machine against the sky. The airship made directly over City Hall, circled and sailed above Main street down as far as Lincoln square. Four times the aeroplane circled the city, apparently at a height of from 1500 to 2000 feet, going with great speed.

There seemed to be two forms in the 7p.3/ machine. At times they were quite plain as to shape, but by no means distinguishable otherwise. After circling the city four times the mammoth aeroplane made off in a westerly direction toward Spencer and was gone half an hour. Again it returned and circled the city, then went out toward Greendale, returned and hung apparently over the State Mutual Building. At that moment the police liquor squad under Sergt. Murray was coming out preparatory to making raids. The officers saw the airship and stopped to watch.

Daniel Ward, Arthur Nichols, A.P. Cristy and many others saw the airship and discussed its appearance. After sailing over the city a few more times it disappeared, going toward Millbury.

1909 December 23 (Th eve) Rutland, Vt., Daily Herald, p. 6. (card 1)

OTHERS SAW NIGHT FLIER. / Boston Man Tells of Fleeting Lights High Up Over New Hampshire.

Boston, Dec. 22.--Immigrant Inspector Arthur W. Hoe is wroth at the insinuations that he mistook the masthead lights of a ~~xxxx~~ steamer for airship lights.

It was from Inspector Hoe that a detailed story was obtained yesterday about the mysterious night flight of an unknown airship over Boston Harbor.

"I know the masthead light of a ship when I see it. I ought to have sufficient acumen to distinguish between the masthead light of a steamer 100 yards away and a light high in the air miles away.

"I saw the Whitney going inot her berth. The Whitney was coming up the harbor while the light I referred to was going down the harbor. The light I saw is still believe was that of an airship, because I could trace the outline of the structure."

Inspector Hoe's report of the night flyer has developed the fact that the same airship, or some other equally mysterious one, has been holding secret night flights for several months over various parts of New England.

Cyril F. Herrick of Woburn is confident that some aviator has been making successful flights. He says:

"It may not have been Mr. Tillinghast of Worcester, but somebody who knows how to do it was flying over Lake Winnepesaukee last summer while my family were camping in Centre Harbor, N.H.

"One evening in late August we saw approaching from over Meredith two lights, a constant distance apart, moving parallel to the earth and at express train speed. Passing camp the mysterious appearance swung toward the Ossipee Hills and vanished.

"But for its speed we felt certain that this must have been an airship.

"All doubts even on this score were done away with when the next morning two vacationists, Dr. Frank Chapman of Groveton, N.H., and Dr. Walter Westwood of Beachmont informed us that not only had they seen the light proceed toward the mountains across the lake but they also an hour or so later saw the same phenomenon return and vanish again over Meredith.

"This was no doubt the 'double meteor' reported from Concord and ridiculed by the press. Personally I have confidence that Mr. Tillinghast or some other navigator of the air, and one of surpassing skill, was abroad over the lake last night."

Pawtucket, Dec. 22.--An airship in the sky last night attracted a number of Pawtucket people, who thought it might be Wallace E. Tillinghast, the Worcester man, on another trip to New York. Mrs. William S. Forsythe, who first called attention to the strange lights, said they were taking a course that varied, now low, than a little higher, but all the time gradually going toward the south.

"I was enabled to single out the large object in front of the lights, for they were at the rear of the ship and it was not difficult to make out that it was a flying machine," said Mrs. Forsythe.

1909 December 24 (Fri) Boston Globe, p. 1. (card 1)

AIRSHIP IS JUST VENUS / Appears Over Worcester Shortly After 6 O'clock. / Even Boston Folk Get Glimpse of Strange Visitor. / Meanwhile Mr Tillinghast Is at His Place of Business.

WORCESTER, Dec. 23--That part of Worcester that did not see the "air ship" high up above the clouds last evening saw it tonight between 6 and 7:30 o'clock. So there would be no disappointed ones within the city

or in the surrounding country either, for the brilliant object at an excessive altitude remained around for observation long enough. Just as reported last evening it came from out of the dull, black east, or perhaps the southeast, this evening. It sped over the city but far aloft, so far aloft that it traversed a celestial track behind the clouds at times, and then "the searchlight" by which the reckless nocturnal aviator was finding his way was obscured.

He was a playful aeronaut, this manipulator of the mysterious device which had conquered when others had failed. At times he turned his headlight full on until it looked like the powerful lamp of a motor car. The rays "cut the dusky pall of night," as the policeman on the corner said, as the human agent diverted the lamp from one direction to another.

Shafts of Light in Streets.

The shafts of light shone down on the street, illuminated the waving flags upon the tall department store on Main st, made the polished window panes of the office buildings alive with a weird, uncanny flame. The keen rays danced across the sky and "ever and anon," as the porter in a restaurant said, and "ever and anon" they accomplished circles.

The young woman who sits up late serving doughnuts and a coffee in the modest lunchroom was enthralled. Never in her life, said she--and she has lived some time, and most successfully--had she seen so entrancing a demonstration of the ingenuity of man in "rivalling the glorious orbs of night themselves."

So it went through the city from about 6 o'clock. Worcester was watching this evening for the ocular proof of the existence of Wallace E. Tillinghast's wonderful monoplane that can be raised to an altitude of 4000 feet and be hove to for repairs. Worcester would not let it escape this evening.

Many Scan the Heavens.

People forgot their suppers in the keen contest for the honor of being the first to hail the appearance of the air machine which had been accredited to Mr Tillinghast, although he was not seeking such generous acknowledgment of his efforts in emulation of the Wright brothers. They sat on their doorsteps and craned their necks as they scanned the heavens.

In the main thoroughfares people with bundles stood agape, and as they gazed skyward they forgot to board the street cars for which they had been waiting. Everywhere vertebrae were in danger of dislocation.

Finally the presence of the monarch of the heavenly heights was heralded from the northeast section of the city. The wise men there saw it first. Like a fire balloon, and as large as a milk pail it loomed up against the sky.

The standard of the lamp must have had a reflector, for it was turned to the east, west, north and south at various moments, and it shone with equal strength in every direction. The men in the quarters of chemical J rushed to the street and were lost in wonder.

Men and boys poured from the clubrooms and women rushed from the houses to view this phenomenon. The streets were thronged.

Country Towns Report It.

From there the news spread to all quarters of the city. Motormen stopped the street cars to take a long look at the wonderful light that must be controlled by human hand, said they. The street car men were sure the reflector was a more powerful one than the magnifying lamp carried on their forward dashboard. It was equal to the concentrated power of a dozen street car headlights, they exclaimed in admiration.

Last night's sensation was nothing like that of tonight. And every body in the neighboring country wished to notify Worcester that the "airship" was abroad again. Worcester, the supposed home of the audacious aviator, was warned from a score of sources to keep its eye on the bold navigator, who was playing with the people this way, throwing the shafts of his "searchlight" in their eyes and parading his supremacy over all terrestrial agencies.

Marlboro sent a hasty dispatch by wire that the ship had just left and was sailing toward Worcester. Look out!

Westborg said the airship had just passed with a monster light right amidships. So high in the air was it, however, that it was impossible to discern the outline of the mammoth aeroplane, even with the strongest telescopes and field glasses.

Path Indicated by Telephone.

Leominster had it "cutting athwart the azure sky," and Fitchburg, not less rhetorical, reported the monster lamp throwing its "clear, blinding yellow rays across the dome of inky blackness."

Then Maynard: "Like a pellucid stream the waves of light broke through, over, beyond, under and up against the filmy splashes white, a dazzling play in cloudland."

It seemed as if everybody in and outside of Worcester who had a telephone or could reach one was calling up somebody or other to appraise him of the great exploit of the mysterious individual who as a navigator of the unknown regions far above was exceeding even the most fanciful dreamers in the realism of his accomplishment, just as if Worcester did not know she was the name of an airship that was outdoing all that anyone ever believed would ever be imagined of such a vessel.

Moynahan Alone Fails.

Now there was one man in Worcester last night who ought to know all about that airship. High up in the tower of the fire headquarters, wherein is located the fire alarm telegraph office, the operator on duty could "view the landscape o'er" in any and every direction with but successive turns of his head. He ought to know about this ship.

So the people that remembered this man in his eyrie rang him up by telephone. It happened that the first one to think of it was a fireman attached to chemical J. He called and the alert Frank Moynihan, the night fire alarm operator, responded.

"Have you seen the airship, Frank?" asked the fireman.

"No," said Mr. Moynihan, "where is it?"
"Over to the southwest, going toward Springfield, and going like blue blazes."

Frank took a peek out of the window and, of course, he saw it. Then he went back to the telephone.

"I've seen it," said he. "Great, isn't it? It's Venus, you know; Venus, the planet. Have another look. It's great! Good night." Fireman Says Its Venus.

As Mr Moynihan turned from the telephone to take another look at the brilliant Venus, then rapidly disappearing, he gazed down across the street and into the building where Wallace E. Tillinghast has his office and drafting room, and there was Mr. Tillinghast hard at work over the drafting board in his office.

Mr Tillinghast was not talking about his airship today. He would not see anybody, not even an expert who came from New York to go over the details of his monoplane with him. He did not care if the eminent authority on aeronautics had journeyed from the gold fields of Alaska to see him. He was talking steam fitting today, was his message, for that is his business.

"By and by, when I get ready, I will tell about my monoplane," said he. "I can carry three or four persons at 120 miles an hour and do all I have claimed for it."

SEEN IN BOSTON.

Many Persons Positive They Saw the Light of Some Mysterious Navigator of the Air.

Some manner or form of aerial traveler was abroad early last evening, according to many who called up the Globe on the telephone, and passed over Boston and the suburbs to the west at an hour when the overcast and cloud-specked sky made it an impossibility for observers on the ground and rooftops to distinguish even the outlines of a flying machine, even with the aid of night glasses.

However, notwithstanding the fact that up to a late hour nobody had come forward to vouch for the truth of the assertion that an aeroplane did actually fly over the city, there are thousands who were even eager to stake their reputations that some stable and movable body carried a powerful searchlight and that the operator of the light maneuvered it in such a convincing manner that not one doubt was expressed last night but what the light was a part of the outfit of some aerial machine.

Certain it is, though, that attention was first attracted to a bright light in the sky about 6 o'clock that seemed to be moving slowly first in one direction and then another, generally east and west, and that the light remained visible to the excited watchers until nearly 8 o'clock.

When Wallace E. Tillinghast, the Worcesterman, who claims to have invented a monoplane in which he has traveled from Worcester to Boston, thence to New York and back again to Worcester, proclaimed some time ago that he had a machine that was capable of even greater things, his statements were accepted with some doubt, but whether or not it was the Tillinghast monoplane that hovered over the city last evening was not known, but there is absolutely no doubt that some kind of a flying machine carried the searchlight that was seen.

The first person who breathlessly spread the report last evening that the flying machine was abroad was laughed at, and the man who was made a somewhat exhaustive study of astronomy, after looking in the direction in which the discoverer of the unusually bright light indicated, declared that the light was but an unusually clear view of Venus. But when the telephone calls began to come asking if the light was really a searchlight carried by an aviator a reporter was sent out to find out if possible about the light and to ascertain, if possible, if it was really and truly an airship's searchlight that was responsible for all the commotion and suppressed excitement.

At Riverbank court, the large apartment hotel on the Cambridge side of the Harvard bridge, everybody was agog over the passage of the airship. Between 40 and 50 guests of the hotel had seen the light between 6 and 7:45 and some had even seen it later as it sank from sight below the western horizon.

Frank A. Arend, who lives at Riverbank court, was told that the airship was passing over the city and toward the west by a couple of friends, who as they were walking across Harvard bridge from the Boston side saw the light to the southeast, presumably over South bay. Miss Davis, another of the guests at the hotel, saw the light just about 6 o'clock and it was then directly over Harvard bridge and very high up.

When the news was passed around the hotel that the airship's light was passing by there was a general exodus, all anxious to see the phenomenon.

Mr Arend told the reporter that when he reached the Cambridge parkway, directly in front of the hotel, the light was then well to the westward; in fact, it seemed to be directly over the Cottage Farm bridge. It was in the line of vision with the top of the Charlesgate hospital and seemed to be receding all the while. Mr Arend was positive that at times the light was above the clouds, as it was sometimes obscured. To make sure that he was not the victim of an optical illusion he placed himself in line with a small shade tree and remained there, perfectly still. At first the light was stationary, but then it slowly, yet positively, moved to the right, and then rapidly disappeared in the west.

W.D. Allen, another guest at the Riverbank court, saw the light and was positive that it was not a star. He said it must have been moving in a circle, for at times it appeared to be not larger than a saucer, and again the reflection of its rays upon the clouds showed a diameter several times larger.

W.W. Davis and his wife were among the crowd that watched the journey of the bright light in the heavens from Riverbank court. "It was 10 times as large as any star," said Mr Davis, "and it seemed to stand still just over Cottage farm, or perhaps in Brookline or Brighton. It was undoubtedly a searchlight of an airship, for it certainly moved and at times it seemed as if the operator of the machine described a complete circle."

"The light was a tremendously strong one--it must have been," said J.W. Crosby. "I saw it first over Cottage farm bridge and as I stood

watching it it swerved completely around. It was a simple matter to follow its path with the naked eye, as the rays were halted by the clouds."

W.U. Swan with the others watched the light intently and last night was absolutely sure that he saw the light dip and rise.

And there were others who were satisfied that they saw the flight of an airship, and among the number were Dr and Mrs George, George Coy, Charles Liffler, Mr Sawyer and almost the entire corps of clerks and attaches.

That the little knot of people living at the Riverbank court were not the only ones who saw the light, which they took for granted was that of an airship was evidenced from the number of telephone calls that reached the Globe office until well toward midnight.

Even the Somerville board of aldermen was apprised of the presence of the light, and took an adjournment that the members might watch the course taken by it. They gazed long and earnestly and had the pleasure at least to their own satisfaction, of seeing the body of light move slowly and deliberately away.

Many people were halted at the junction of West Newton st and Columbus av about 6:30, and all were gazing long and studiously at a light that was on its way toward the southward. The light was quite dim, it is true, but according to Walter Simpson of Wellington st, it moved with variable speed.

REVERE SEES ITS WINGS.

Several Observers Say They Were Able to Make Out Outlines of the Airship.

REVERE, Dec. 23--Several responsible persons of this town declare they saw an airship overhead early this evening. There is no doubt about it, they say; they saw it and they studied it and they are sure it came from the direction of Worcester and returned to that one-time dry city.

Samuel Gibby, chairman of the board of sewer commissioners, first saw two bright lights from 1000 to 2000 feet in the air coming from the direction of Boston at race horse speed.

The lights were reflected upon the wings of the airship and caused them to look like two great pillows. One was above the other and from between the two bright lights flashed another, which appeared like the searchlight of a powerful automobile. He called a neighbor, Sylvester Van Vorst, who was just driving out of his barn, and together the two watched the flight of the sky pilot for several minutes. The ship approached Revere, hovered over it, turned and went away and then returned. The lights disappeared when the ship turned away. It went over Winthrop and then disappeared rapidly to the westward.

Chief Arthur L. Kimball of the Revere fire department, who lives on Winthrop av, was just coming out of his house, where he had been to supper, to return to the central fire station, when he saw the airship. He estimated it was from 1000 to 2000 feet in the air and that it was moving with express-train rapidity. Chief Kimball said he watched the light from 7:15 to 7:30 o'clock, and he is positive it was an airship, because he was able to see its outlines.

Albert Marden of the central fire station also had a good long look at the mysterious object.

Chief Kimball said later that when he first saw the strange, bright illumination he was puzzled. He at once believed it was some new machine of the war department which had been sent up from one of the forts at Winthrop and was being tested. He suspected that it might be a fire balloon, but after studying the object for 20 minutes he was able to make out its great white wings and to see that it was nothing more or less than a heavier than air machine such as he has seen illustrations of in the scientific papers of late.

George Pratt, one of the oldest residents of the town in whom every body has confidence, was called out of the house by Chief Kimball and they watched the ship for 20 minutes, both gentlemen said tonight. Mr Pratt lives in the same house with Chief Kimball and neither will for an instant consider a suggestion that it is possible that they were mistaken.

CAMBRIDGE ALSO SEES IT.

Airship Described as Moving from West to East and Then in Opposite Direction.

A mysterious airship made its appearance over Cambridge shortly before 8 o'clock last night. It was plainly seen by passengers on the platforms of several electric cars and by people on Massachusetts av and in Harvard sq.

A very brilliant light was what first attracted attention. It appeared to come from the southwest. It moved rapidly and then came to a standstill, remaining thus for several minutes. Then it moved toward the east and reappeared again later and rapidly went west again.

No person reports making out any outlines of the airship.

AGAIN THE SEARCHLIGHT.

Willimantic, Conn, Thinks It Sees the Airship Passing Over the City.

WILLIMANTIC, Conn, Dec. 23--What is thought to have been the airship which has been seen over Worcester the past two nights was seen here tonight.

A searchlight which the ship carried was played from side to side as it passed.

1909 December 24 (Mon) Boston Herald, p. 1. (cont 1)

MYSTERIOUS AIR CRAFT CIRCLES ABOUT BOSTON FOR NEARLY SIX HOURS / Some Declare They Discern Outlines of Monoplane Bearing Two Men--Seems Under Control and Moves Rapidly or Stops. / MEANWHILE TILLINGHAST IS WATCHED IN OFFICE / Jokers Send up Hot-Air Balloons in Worcester--Many Fooled but Those Who Saw Original Say Light Is Not Same.

Boston received its first view last night of the mysterious light which for several nights has hovered over Worcester and Marlboro, and which thousands of people are willing to take oath is attached to an aeroplane of some kind.

Between 6 o'clock last evening and midnight it was trailed from Marlboro to Fitchburg and back through Worcester, thence to Boston and Natick, Wellesley, Newton and Needham. From Boston the light passed to the northeast, circling over Chelsea and Revere, through Lynn toward the Salem line, then returning as far as Framingham, where it mysteriously disappeared from the eager searchings of newspaper men, who hoped to trail the daring aerial navigator to his lair and unfathom the mystery which has now perplexed the entire eastern part of the state.

No question since the north pole controversy has stirred up general a discussion in the entire state as the present airship mystery. Is it the work of jokers who are sending up hot air balloons? Was Wallace E. Tillinghast of Worcester an airship which will be the marvel of the world? Has some one else in the quiet and seclusion of the country about Worcester constructed an airship which will outrival all competitors for aerial flight? Is there a light in the sky, or are people, amid the rejoicing of Christmas time, simply seeing things? Positive It Is Monoplane.

All these questions were put and answered last night as nearly every city and town between Worcester and Fitchburg and Boston. Those who saw the light are positive in their belief that they also made out the outlines of some aerial craft that closely resembled a monoplane of the type used by Latham and Bleriot.

They say the machine was under perfect control and that it flew close to the ground, coming as near to the earth as 100 feet in Natick, and later rising to fully 1000 feet. Some say there were two men in the craft. One was standing forward near the headlight, which has been seen by thousands of people, and the second man was in the stern, where a much dimmer light was burning. They say the craft at times attained a speed of fully 60 miles an hour, while again it remained stationary for 15(?) minutes at a time.

While all this diversity of opinion and explanation is going on, Wallace E. Tillinghast, who says he recently flew to New York and back in the night, is not disposed to enlighten the public on his movements. When asked if he was the man who was flying over Worcester Wednesday night he replied, "If I was it is my own business and no one else's." Tillinghast Uncommunicative.

Tillinghast says he has an airship which will carry three or four persons. He declines to tell where it is or to give any information to prove his assertion. He refused to discuss the matter with newspapermen yesterday either at his home or at his office in Worcester.

The appearance of the mysterious light and the avowed airship created a sensation in cities and towns over which it passed. The report of the airship headed toward Boston reached the city about 7 o'clock. Several hundred people went to points of observation and saw the mysterious lights and what they believe to be an airship.

In Chelsea, Revere and Lynn scores saw the mysterious craft and say it turned in its course over Lynn and started back over Boston. It later passed on to the westward and was last seen over Framingham soon after 11 o'clock.

If the mysterious craft is the Tillinghast airship, it is positively asserted in Worcester that Wallace E. Tillinghast was not in the craft. Newspaper men who were camped on his trail say he did not leave his office last night until after the airship was well on its course toward Boston.

Balloons in Worcester.

Worcester received some excitement at the hands of practical jokers. Two hot-air balloons were sent up from the western part of the city. There was no question as to what the lights were. Those who saw the mysterious light of Wednesday night say there was no comparison between the bright white light which circled over the city Wednesday night and the glowing red light of the hot-air balloons.

Those who had not seen the light on Wednesday night believed this demonstration to be the light of an airship and watched until the balloons disappeared to the east. The first balloon was seen at 6:45 o'clock in the southwest, and covered Worcester at a rapid rate, disappearing within three minutes in the east. Upwards of half an hour later a second balloon was seen in the west, and floated over the city more leisurely.

To make sure that Tillinghast had nothing to do with last night's demonstration he was watched every minute from 5:30 to 8 o'clock and his whereabouts are well accounted for.

Started in Fitchburg.

The trail of the bright white light, which observers liken to the glare of the headlight of an automobile, was first started last night in Fitchburg. The light came from the southwest soon after 6(?) o'clock. It hovered over the city for a short time, and its height was estimated as 600 feet. It finally disappeared in the direction of Worcester.

At [6:45] o'clock the light, which has become somewhat familiar to people in Marlboro, was seen passing over that city. Several hundred people were on the main street at the time and all watched its progress. It was brighter than during the past two nights when it has been seen in Marlboro. It was a first seen in the northwest, and passed straight over the city, going to the southeast in the direction of Westboro. No sound came from what people believed to be the body of the airship.

There were no clouds in the sky and although the object was outlined in the sky it was up so high that no detail could be made out. There was a light wind blowing at the time.

Passengers and employes of cars on the Boston and Worcester railway saw [p.5] the light soon after 7 o'clock. The crew of one car followed the light for miles and all the passengers of the car were packed in the vestibule watching its progress. It passed over Framingham, Natick, Wellesley and Newton headed directly to Boston.

At one time, when over Natick, it came close to the ground, being probably not over 150 feet up at that moment. Passengers of the car

say it assumed the outlines of a monoplane of the type used by Latham and Bleriot. No sound of a machine was heard.

Some of the passengers said they could see two men in the long body of the machine. They said there was one man forward, near the strong headlight, and that the second man was aft nearer the dull glowing tail light.

At times the machine seemed to stop and remain perfectly still for a few moments, then there was a burst of speed, and some say it travelled fully 60 miles an hour. It would swoop down as if coming to earth, and then as quickly turn and go upwards to a very high altitude. It seemed to be in perfect control of those handling it.

At Sunnyside, in Natick, several scores of people saw the affair and watched it as it moved slowly towards Boston. At 7:30 o'clock it had passed over Newton and was in sight of Boston.

Seen in Boston.

Fully 1000 residents of Boston saw the two mysterious lights as they passed over this city, hovering for nearly a half hour above the Common and then swiftly making off again. Business men and over a score of policemen watched the strange lights circling high above the city.

Attention was first attracted to the lights when they were seen above the Public Gardens shortly after 7:30. At first those who saw the lights took them for some unusually bright star, shining through the hazy atmosphere. Then two strong searchlights were distinguished from the blurred outline as they flashed among the buildings on Beacon street visible for a few minutes, the lights disappeared again, and shortly after were seen above the Common, crossing over the Charles Street Mall.

Many of the skaters on the Public Gardens were attracted by the lights and left the ice to join the throng of Christmas shoppers, who forgot their errands to watch the strange sight. The lights moved so quickly that they soon outdistanced the following crowd, and serving to put at rest the belief that they might come from a large balloon.

Outline Discernible.

At times, when seen from what was taken to be the side of the machine, the lights had the appearance of strong automobile searchlights, casting a bright glow from a reflector. Then they were seen head on, and the vague outline of the aerial craft was barely discernible between the two lights, which seemed to be on either end. At the height of about 1000 feet, which the airship maintained, the lights looked scarcely a fathom apart, shining with a brightness greater than that of the moon. Long shadows were cast by the lights as they flashed for a moment and then quickly dimmed.

Above the Common the lights remained apparently stationary for somewhat less than half hour, an evident contravention of the popular principle that an aeroplane can remain in the air only when in motion.

Beacon Street People Saw It.

Among the first to see the mysterious visitor were the members of the Somerset and Puritan clubs and the residents along the Beacon Street side of the Common, who hurried to the street to witness the spectacle of what appeared to be an aeroplane under apparently perfect control hovering high in the air and performing successful evolutions.

But a short time was given to see the novel sight, however, for a little before 8 o'clock the lights disappeared in the direction of Lynn. So rapidly did they move that those who attempted to keep the machine in view saw the lights for only a few minutes as they faded into the distance.

Coming back again over the Common and proceeding in the direction of Copley square, the lights were again visible at a little after 8:15. This time they passed quickly over the Back Bay, followed by a detail of patrolmen from station 16, in case the operator attempted a landing, and disappeared in the direction of Brookline and Chestnut Hill.

Seen by Revere Citizens.

The light was plainly seen in Revere soon after 7:30 o'clock. Samuel Gibby, chairman of the Revere sewer commission, was leaving his home on Hillside avenue in that town, when his attention was attracted to the light. He saw it at an angle of 45 [?] degrees coming from the direction of Boston.

He said as it came nearer that there seemed to be huge wings on each side of the bright light. He watched it for fully 15 minutes and called the attention of A. Sylvester Van Vost, a neighbor, to the airship. They saw the machine turn and disappear in the direction of Boston.

Arthur L. Kimball, chief of the Revere fire department, was leaving his home in Winthrop avenue and was on his way to the central fire station when he saw the light. He says he watched it for 15 minutes and called the attention of Albert Marden to it. He says they are positive it was an airship of some kind.

Lynn Residents Report.

In Lynn the mysterious craft was first seen on Union street. Representative Matthew McCann, who conducts a cigar store, saw the light and went out into the street. A crowd soon collected, and the craft was seen to go in the direction of Salem, when it turned and passed over Lynn in the direction of Boston. Representative McCann says there were two lights on the machine, a bright light in the bow and a smaller light in the stern.

John Davis of Union street, Lynn, saw the light and watched it for some time. He said the airship made a noise like a flock of geese passing over the city.

In coming back toward Framingham the craft was seen by a number of people in Harvard square, Cambridge. It was well to the south of Cambridge and appeared to be over Newton.

Opera-goers Watch.

Numbers of people who were on their way to the evening performance at the Boston Opera House on Huntington avenue caught sight of the lights about 7:30 o'clock. When first seen the craft appeared to be many miles away, but gradually came in the direction of the city. The sight of the huge machine moving in the air caused the people to gather in large numbers outside the opera house.

As it came nearer the headlight became brighter, and when it appeared to be only a few miles away gave the appearance of being a strong searchlight.

It was almost 10 minutes before the operators lost sight of the machine, which proceeded from that point along Beacon street toward the Common, where it hovered for several moments before moving off again in a northerly direction.

Tillinghast's Claim Attacked.

The claim of Wallace E. Tillinghast of his flight from Worcester to New York, during which he said he attained an altitude of 4000 feet, and remained in the air 45 minutes while his motor was being repaired, is attacked by Dr. Arthur G. Webster, professor of physics of Clark University, who recently, at the Worcester Club, gave a talk on astronomy and astronomical propositions by which he showed that Dr. Frederick A. Cook's north pole data were faulty.

It is folly, he says, for any airship to start away from the ground from a standstill. This, in substance, is what Dr. Webster thinks of the Tillinghast airship story.

There was much comment in Worcester yesterday concerning what was seen Wednesday night. The theory is not accepted by the public that an airship could stand practically still in mid-air, or run under such slow speed it would require 15 or 20 minutes to make the distance of a city block, as well as the description of Wednesday night's experience.

In order to have remained in the air it would have been necessary for the airship to have been running at a speed not less than 35 miles an hour. If the speed was less the aeroplane would have come so low that it would have been below the tops of the buildings over which it was floating.

One theory is that some practical joker sent up a hydrogen balloon, to which was attached a strong light, which would produce the effect experienced, and which would have floated about the city in the direction and manner as described by being tossed about in the varying currents of the upper air, the wind blowing as it was from the east at a high rate of speed would have brought such a balloon from Marlboro to Worcester in the half-hour which elapsed between the two dates of time, as shown by the statement of spectators.

In Worcester last night it is estimated some 50,000 people thronged the streets until late in the evening, watching for the light. The passage of the trolley cars was seriously impeded by the crowds.

The light was smaller and less brilliant than Wednesday night. This was due, probably, to the fact that it was much farther away and did not pass over the city proper at all.

SEEN OVER WILLIMANTIC.

WILLIMANTIC, Ct., Dec. 23.--What is thought to have been the airship which has been seen over Worcester the past two nights was seen over here tonight. A searchlight which the ship carried was played from side to side as it passed.

1909 December 24 (Fri) Boston Journal, p. 1. (card 1)

SKYSHIP OF MYSTERY FLIES ABOVE BOSTON / Revere Man Gets Close Enough to See Framework and Hears the Engine--Worcester Man Again Absent From Home All the Evening.

The mysterious aviator, again presumably Wallace E. Tillinghast of Worcester, who circled his home city Wednesday night, startled the people of Greater Boston last night with his marvelous airship, which circled about Boston, East Boston, Lynn, Nahant and many other places between this city and in the west to that unknown "somewhere" where he keeps his wonderful monoplane hidden.

The airship was first sighted in Boston about 7:20 last night when thousands of Christmas shoppers saw the strange headlight of a powerful blue-white tinge and the lesser tail light, apparently green in color. These lights circled in the outskirts of East Boston, Chelsea, Lynn and Nahant.

Of Unusual Size.

The most remarkable feature of the whole affair is the statement of Alex Randall of Revere, who is considerable of an expert in aeronautics and motors.

"I saw not only the lights of the airship," he told a Journal reporter, "but I saw the frame quite plainly, and it seems to be of unusual size. I should say the wings have a sweep of seventy feet and the tail and propeller seemed about forty-five feet in length. I could plainly hear the engines whirr and from the explosions of the motor I should say it was with a six or eight-cylinder."

Mr. Randall was surprised when informed that the Tillinghast machine, according to Mr. Tillinghast's statement of some time ago, had wings of a seventy-two foot sweep and carried an eight-cylinder engine.

Thirty Miles An Hour.

"It was a few minutes after 10 o'clock when I saw the airship," continued Mr. Randall. "It was flying quite low, not more than 400 feet I should say, and was over Nahant, coming in my direction. I thought for a moment it was going to land on the aeroplane station I have constructed on my garage, but the thing gradually swerved upward as it got over where I was standing, and it was then I saw it distinctly and heard the engines. It carried a searchlight at either end and the operator seemed to have no difficulty in keeping any course he desired or in keeping dead against the wind which must have been blowing nearly thirty miles an hour at that time.

The whereabouts of Mr. Tillinghast during all these hours when the airship was sighted by so many thousands was a mystery. At that time nothing could be learned in Worcester of his whereabouts, although it was claimed he was away from home.

Mechanic Exhausted.

Still another of the series of striking incidents that make it almost certain Mr. Tillinghast is the mysterious aviator of the mar-

velous airship is the fact that when he returned to his home yesterday morning after the ship had been seen about Worcester, his eyes were a terribly bloodshot and his face was cut and wind tanned, showing every evidence of having been out in a strong high and cold wind for a long while.

As usual, Mr. Tillinghast was noncommunicative. To a Journal reporter he said: "If I feel inclined to fly about in the air with my invention I will do so and thank the Lord I am not molested up there in the air with newspapermen or uninterested parties. Where I have my machine is a personal matter and you men of the press will have one fine time finding it."

The Journal reporter overheard Mr. Tillinghast in conversation with one of his partners, a Mr. Clark. In this conversation Mr. Tillinghast was heard to tell Mr. Clark that "one of my mechanics was so exhausted after the flight last night he fainted on landing."

Flight Very Successful.

He also said his flight (Wednesday night) had been very successful and he was going to make another right off. At this point he saw the Journal reporter standing in the corner of his office, and so remained silent.

"Tell the public," was Mr. Tillinghast's parting remark, "that when I get ready I will make a public demonstration."

There is no doubt but what there was an airship circling about Greater Boston last night. There is the evidence of the eyes of thousands of reputable citizens who saw the lights sailing round and about under perfect control. Rumors went out during the day yesterday that the lights seen in Worcester Wednesday night were from a fire balloon are laughed at by experienced aviators, inasmuch as these lights were seen to travel swiftly against the wind time and time again.

Last night these lights were under perfect control and circled and turned back and made many unusual movements, going at times dead again at the terrific wind which was blowing from thirty to thirty-five miles an hour. Then again there is the testimony of Mr. Randall of Revere, who saw the wings of the mammoth monoplane, saw the propeller and tail, saw the headlights and heard the whirr of the engine, and also the explosions of the motor with such clearness that he was able to judge as to the number of cylinders it carried.

But if all this were not sufficient proof for the most skeptical, the reports from various towns and cities where this was sighted, reckoned by the time given in each place when it was seen, dovetail perfectly, so that in no case was the airship reported in two localities at the same time.

First Seen at Marlboro.

As far as known the first seen of the airship last night was at 6:43, when residents of Marlboro saw the lights, but at so great an altitude that it was impossible to see the framework. From Marlboro the airship was traced, going in a southeast direction, toward Westboro and Worcester. It was next reported over North Grafton, which is where it would naturally be seen next if it traveled away from Marlboro in the direction reported.

It was then traced from North Grafton over Grafton and Hopedale to Milford, when it was lost to sight for a little while so far as reports that have been received in Boston are concerned. At 7:30 it was seen by people in Mattick, going toward Boston, and a few minutes later thousands of people in Boston were looking at it, seeing only the lights as they circled majestically about over the city.

Seen From The Journal.

Just after 7:30 some people in the business office of The Journal saw the lights through the window. Going to the Washington street door these lights were plain to be seen and appeared as though circling high over the city out toward Brookline or between Boston and Brookline. Like wildfire the news that there was an airship overhead spread down Washington street among the Christmas shoppers, and up and down the streets thousands paused and looked skyward. Excited groups gathered and shouted when they beheld the lights.

The airship was sighted in more than a dozen other towns not named such as Ashland, Wellesley, Winthrop, Beachmont and smaller places of that order. In Beachmont further proof that it was an airship was furnished when Chief of Police Kimball saw it sailing quite low. Just as it seemed over his head the searchlight was plainly turned as though on a swivel and a powerful ray of light was shot down directly upon him.

Thus far the ship has been reported as seen sailing through the heavens at 6:45, 7:30, 7:45, 8:10, 9, 9:50 and 10:15, and without question must have covered hundreds of miles in its wonderful maneuvers.

Down in Lynn more than 3000 people, the police estimate, saw the lights of the airship, and all these people, or most of them, were fortunate enough to see it when it was flying so low that they were able to hear a faint whirring of the engines. The ship was then headed west at an almost incredible speed.

People at Hotel Somerset watched the airship for 45 minutes. Captain Garland and Policeman Fitzpatrick at police headquarters heard the whirring of the machinery as they watched the lights of the great monoplane which has already startled the world.

Charles J. Glidden, president of the Aero club of New England and the most prominent man in aeronautics in this section, was among the doubters when Tillinghast's story was first made public some days ago, but he is now thoroughly convinced. He called The Journal by telephone last night and eagerly sought information concerning the airship and the mysterious aviator, Mr. Tillinghast.

"It is nothing short of marvelous," said Mr. Glidden. "Any man who has perfected an airship, especially a monoplane, as he says it is that will buffet such terrific head winds as these tonight and operate under such perfect control, and travel with such speed, has surely invented something that will revolutionize aviation."

Headed West at 10:30.

"You know we are headquarters for information on these things here in New England and we have received queries from all over the country from France and Germany and other places abroad, and it really is embarrassing to us to be unable to give any information concerning Mr. Tillinghast's invention. I can only say it is simply marvellous, almost miraculous, and I sincerely hope Mr. Tillinghast will soon put his invention before the public."

The last report of the monoplane sighted by so many thousand people in Greater Boston last night, was when it was heading almost due west about 10:30

How Press Agents Earn Their Salaries.

One of the property men of one of the theaters located right on Washington street

It must be the airship everyone about town was getting excited over. Forgetting that he really had no business to leave the theater while the performance was on he rushed in and told of seeing the airship. Someone who heard him went out and told the head usher, who told the press agent, who told the manager, and they went up on the roof.

They all saw the lights circle majestically about the city and they all marveled. Something dropped lightly on the roof. It was a cap. The press agent, who saw it. Picking it up, he silently disappeared and soon had the telephone busy. "Yes," he exclaimed. "Sure thing, honest, you know me, you know I'm no 'con' artist. This is no press agent yarn. We were watching the airship and just as it was over the theater a cap dropped right down at my feet, right out of the sky. Came from the airship head of one of the esculators--no, I mean aviators--only clue. Really, I thought you people ought to have the story.

Of course he said a lot more. A reporter went over, solemnly looked at the cap, heard the story and took the cap away with him. After a while quiet reigned behind the scenes. Something, however, was missing and the stage manager exclaimed, "Where is that property man?"

"Aw, he's up on the roof, looking for his cap," was the reply.
1909 December 24 (Fri) Daily Eastern Argus (Portland, Me), p.2. (cd.1)

WILL-O'-THE-WISP. / Again Those Strange Lights O'erhead. / Whole of Worcester in the Streets. /

Boston, Dec. 23.--Following the report from Worcester last night of the discovery above that city of a strange moving light, apparently the searchlight of a dirigible air craft, tonight brought stories from many points of the observance of similar lights this evening from villages east of Worcester and even from Boston Common. People in the towns of Marlboro, South Framingham, Natick, Ashland, Grafton, North Grafton, Upton, Hopedale and Northboro turned out in throngs tonight to view the mysterious lights in the heavens.

Many declared that the light had all the appearance of a strong searchlight and while they could discover no frame work behind it such as an aeroplane would have they were positive that the light could not be that of a balloon, as it moved as if under control.

Meanwhile Wallace E. Tillinghast, the Worcester man who recently claimed to have invented a machine in which he had covered the distance between Worcester and New York and return, and who, it was thought, might have been the navigator of the supposed air craft last night, remained non-committal today. In an interview he said:

"I was out of Worcester last night. Where I was is my own business. It may be that I flew over the city, but that is my own business too.

"When I said recently that I had flown from Boston to New York and return I said nothing but what was true. I have an airship which will carry three or four persons and will make the speed I claimed for it--that is, about 120 miles an hour.

"When I get ready I shall speak fully and not till then."

While thousands of eyes in Worcester scanned the skies tonight a mysterious light, which many believe to have come from a fire balloon, passed over the city to the southward. Throngs stood in the streets to watch the light.

As soon last night the light was first reported passing over Marlboro about 6:45 o'clock. The light, which was at a height so great as to make impossible a view of its support, disappeared to the southwest in the direction of Westboro and Worcester. It was traced from North Grafton, not far from Worcester, through Grafton, North Grafton, Hopedale and Milford, and then after being lost sight of reappeared in Natick about 7:30 o'clock going in the direction of Boston. Observers are positive that it was a searchlight. At 7:45 it was seen from Boston Common, according to a number of people, among them men who were at a prominent club house on Beacon Hill.

At Hillsboro and Ashland, early in the evening, the population turned out en masse to watch the light pass overhead.

Observers at several points report that while the light was generally steady, occasionally it flashed and once or twice disappeared suddenly.

In Worcester it is estimated fully fifty thousand people thronged the streets and all points of vantage until late in the evening, watching for the light. The passage of the trolley cars was seriously impeded by the crowds.

The light appeared shortly before 7 o'clock, far to the south of Worcester, and after being in view for less than 10 minutes disappeared from the sight of persons on the highest places in the city. It went rapidly to the southeastward. It was smaller and less brilliant than last night. This is due probably to the fact that it was much

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farther away and did not pass over the city proper at all tonight.

Wallace E. Tillinghast was known to be in the city all the evening.

Willimantic, Conn., Dec. 23.--What was thought to be the airship, which has been seen over Worcester the past two nights, was seen over here tonight. A searchlight, which the ship carried, was played from side to side as it passed.

Augusta Joins the Rubber Necks.

Were the strange phenomena confined to the city of Worcester, our Prohibitionist friends might advance one of their bright arguments and claim the spectacle was a delusion occasioned by the Massachusetts city have again taken to drink. But this explanation would not hold water, so to speak, inasmuch as the residents of some of the longtime dry towns of the Bay State are no less positive of having seen the airship, or ships, or whatever it is, or they are, as well as the people of Worcester. And to still further discredit any such argument, now come the abstemious residents of the arid capital of the notoriously dry State of Maine, who last night were gazing skyward in the direction of two strange lights that appeared to be attached to either end of a flying machine of some sort. Those in a position to have witnessed the performance aver that the supposed airship cavorted around the dome of the Capitol several times, kicked up its heels and put off in the direction of the city of Lewiston. Up to the time of going to press the Androscoggin metropolis had not been heard from.

1909 December 24 (Fri) Daily Kennebec Journal (Augusta, Me), p.9 (cd.1)

STRANGE OBJECT / Passes Over Augusta Early Thursday Evening. / Believed to Be Air Ship or Dirigible. Balloon. / Moved as if Being Steered Rather Than Wafted by Wind. /

That either a big balloon or an airship visited, circled about and passed over Augusta in the direction of Lewiston between 6 and 7 o'clock Thursday evening is the belief of a number of persons who saw a strange object in the sky at that time, which seemed to be brilliantly lighted, while others are found who claim that it must have been a planet of peculiar shape and one man is found, who avers that he saw it in about the same place in the sky on the previous night. The airship or balloon theory seems to be the most reasonable on account of the distance which the object was seen to traverse, while its course was being watched.

One of the first persons to see the object was Charles F. Flynt, one of the proprietors of the Journal. He first saw the strange object in the sky at about 6 o'clock when leaving the Journal office. It seemed to him to be in shape like a big balloon, although little could be seen above the light on account of the distance away. It was apparently a great deal higher than it was wide. The object when he first saw it was moving from northeast to southwest. Mr. Flynt and others whose attention was called to the object by him watched it until it almost disappeared. An hour later he again saw it from a location near his residence on East Crescent street where the view was entirely unobstructed. It gradually settled down over Betsy Howard hill and a second time disappeared. The height in the sky of the object could not be estimated, but it seemed all the time to be moving away from the city and when last seen seemed to be as far off as Lewiston if not farther. The object appeared to Mr. Flynt to be much larger than a star and his attention was attracted to it by the flashes of light coming from it. Later it seemed to swing around in the sky and the light appeared in a different direction.

A member of the Journal staff, who saw the mysterious object at about the same time, felt quite sure that he could discern two wings with a larger object in the middle and a brilliant light at the rear of the center, while a second light shed its rays upon the wings. He states that the settling of the object was perceptible and seen at so great a distance he thinks that it must have been moving at a good rate of speed to make the settling noticeable.

Half a dozen of the Journal "Nought Owls" climbed to the top of the Journal building and viewed the object and its movements until the trees on Grove street obscured it from view. The light or lights were seen to move swiftly, both up and down, seemed to circle and made several long gliding sweeps. The direction from the Journal office was in a line bearing over the top of Bines hill.

Robert Morang, who lives on Western avenue, and who was able to see the strange object later than any of the other observers, watched it for some time with a field glass after it had passed over in the direction of Betsy Howard hill and he is confident that it was a big balloon of some sort.

Horace E. Bad Bowditch, who saw the object at about the same time that Mr. Flynt saw it, stated that it had a peculiar sparkle and appeared to him to be diamond shaped. He is of the opinion that it was a peculiarly shaped planet and says that a friend of his saw what was apparently the same object on the previous night in nearly the same position in which he noticed it Thursday evening.

Reports are awaited with interest by those who saw the strange object in the sky of its appearance in some other section. Experiments have been made in various sections of the country with airships recently so that it is quite possible that the object in question may have been either an airship or a dirigible balloon. Whatever it may have been, most of those who saw it say that it moved as if it was being steered in a certain direction rather than wafted by the wind.

1909 December 24 (Fri) Evening Gazette (Worcester, Mass.), p.11 (cd.1)

AEROPLANIACS RUBBER WHILE VENUS WINKS / Brilliant Evening Star Eclipse: Toy Balloons Cut Loose by Some Unknown Practical Joker. / Geo. Cutting Says It's Halley's Comet Giving Curtain Raiser in Honor of Mayor Logan.

The ancient love and evening star, Venus, received more attention last night from the men, women and children of Worcester than has been bestowed upon her by all the seers and astrologers combined in the

last three generations. Incidentally, a couple of toy balloons, with special lights attached, received a deal of attention.

The planet Venus is evening star at this time and has been for some weeks. It sets early in the evening, in fact is about the first star visible as twilight comes on. Then it swings slowly toward the west and gradually disappears beneath the horizon.

From the first appearance of thy star last night there was a crowd of people along the street from the City Hall to the Worcester market on the east side of the street. In fact, the airship bug seemed to have stung everybody, with the possible exception of Wallace E. Tillinghast, as he was not observed among those who were stretching their necks to the limit. He was quietly working in his office at the corner of Commercial and Foster streets while the crowds were craning.

"B'Gorry, I kin see the tail on the dum thing," said one observer as he squinted toward the moon by mistake.

"Tillinghast will make the city of Worcester famous," said another as he gazed in admiration at the steadily glowing planet.

"Wonderful, isn't it?" remarked one woman to another, who had a Christmas tree under her arm.

"I should say it was," answered her companion. Do you suppose they can see us?" And she waved the Christmas tree around her head, and nailed an inoffensive looking man on the pate.

"Yes, very wonderful," he murmured as he picked up his hat.

At the Waldorf dining room a big bunch of men were busy with the grub proposition when a man came rushing in with the information that Tillinghast was bearing down upon the town. Everybody dropped his hash and did a Dosando to the front door, to observe the star.

"It moves," said a fat man.

"Let us hope so," said a thin man behind him trying to pass.

By this time the street was fairly lined with the aeroplanists, so that it looked not unlike a labor parade in the 30th century.

Finally Rev. Francis W. Gunn, S.J., instructor of astronomy at Holy Cross College, was called on the phone. Fr. Gunn was ill, so Rev. George L. Coyle, S.J., took a look and without hesitation pronounced it the planet Venus, as did several other students of the subject later in the night.

One peculiar phase of the matter was that there was a wind blowing light clouds over the star frequently. Thus this occasional disappearance and reappearance of the star caused many to think that it was really an aeroplane. The whole affair strongly brings to mind the old saying attributed to P.T. Barnum that the American people like to be humbugged.

George B. Cutting spied the mysterious spark in the sky last evening. "It must be Halley's comet," said Mr. Cutting. "I know it is no not yet time for that heavenly stranger to put in its appearance, but I believe it is playing a curtain raiser in honor of Worcester Christmas shoppers and Mayor Logan's re-election." His version has not as yet been controverted even by the astronomers.

1909 December 24 (Fri) Hartford, Conn., Daily Times, p. 3.

MYSTERY AIRSHIP JUST LIKE VENUS (from Worcester special to Boston Globe)

MACHINE HOVERS OVER WILLIMANTIC--EVOLUTIONS. / Outline of Something Trailing Behind--The Mayor Thinks It Was an Airship. /

Willimantic, December 24.--Shortly after 7:30 last night, when the Christmas shopping trade was crowding the streets of the city, there suddenly came from the east a large searchlight. As it approached the city it grew larger and larger and attracted much attention. When over the southeastern part of the city it came to a standstill and then performed a number of evolutions.

For a few minutes the big light stood still, then its rays were thrown to the earth and remained there for a few seconds. Then there was a sudden turn to the west. Then the rays were thrown east, and for a few seconds the light revolved as though its director was looking for something. In a few minutes the light, which looked as big as a bucket, came forward a little and there could be seen the outlines of something trailing behind.

The airship with its dark outline suddenly started upward and after a few seconds it came down again. It hovered over the city for about fifteen minutes and then turned eastward, starting in the direction of Boston. It is generally believed here that the air ship was that of Wallace Tillinghast of Worcester.

Mayor Daniel P. Dunn saw this strange sight. He said that there was no doubt but that it was an airship.

John Millhouse and others who saw an airship pass above this town on the night in September that Wallace Tillinghast says he went from Boston to New York and returned in his airship said that it was the same.

P.D. Donahue saw the airship in Baltic, a few miles east of this city, and said there were two men in the machine when it passed over Baltic.

Light Seen in Hartford, Also.

Several in Hartford noticed the unusual glow in the eastern heavens last evening. The light was especially brilliant around 9 o'clock and later had the appearance of the milky way, although much more noticeable and of considerably wider area than that celestial phenomenon usually assumes. But whatever was in the heavens was unusual and attracted the attention of quite a few, particularly because of the otherwise clearness of the sky.

1909 December 24 (Fri) Willimantic (Conn) Daily Chronicle, p.1. (cd. 1)

CRAFT OF MYSTERY FINALLY TRACKED TO ITS LAIR--PERHAPS! / Home of the Worcester Aeroplane Located in West Boylston, Massachusetts, It Is Believed. / SHED IS IN DEEP WOODS ON J.B. COUGH ESTATE / While Trying to Get Close to the Place United Press Representative Was Captured, Hauled Before a Justice of the Peace, and Fined for Trespass. /

Worcester, Mass., Dec. 24.--The home of the mysterious aeroplane which has been cruising at unheard of altitudes over Massachusetts for the last two nights and causing wonderment to thousands, it is believed has been found.

Scouring the country about Worcester in a search for the home of the Tillinghast machine, a United Press representative discovered at West Boylston, six miles from this city, that fourteen men in the employ of Paul B. Morgan of the Morgan Construction company of Worcester, were busy in some secret occupation on the old estate of John B. Cough, the old-time temperance lecturer. On this estate, and situated in dense woods, there is a shed more than 100 feet long which, it is believed contains the aeroplane that is to startle the world. No aeroplane was seen by the United Press representative, however. As he was advancing through the woods to reconnoiter he was captured by some of the men employed on the estate, haled before a justice of the peace and fined for trespass.

This, so far, is the only clue to the aeroplane. That it is pregnant with possibilities, however, is certain from the fact that Paul B. Morgan is known as an intimate of Wallace E. Tillinghast and is also known to be interested in aerial navigation. Two years ago Morgan spent \$15,000 on the aeroplane of a Swedish aviator but later abandoned it as unsatisfactory. It is now thought that with Tillinghast he has perfected the machine which has been sailing over New England, the same that Tillinghast declares he used in a flight from here to New York and return on September 8.

Though Tillinghast himself is believed to have been himself in Worcester last night thousands all over Massachusetts today declare the aeroplane associated with his declarations and was probably manned by his mechanics was winging its way through the skies up to last night. Between six o'clock last evening until midnight its flashlight were trailed from Marlboro to Fitchburg and back through Worcester thence to Boston via Hattick, Wellesley, Newton and Needham. From Boston the light passed to the northeast, circling over Chelsea and Revere, through Lynn toward the Salem line, then returning as far as Farmingham, where it mysteriously disappeared from the eager searchings of newspaper men who hoped to trail the daring aerial navigator to his lair and unfathom the mystery which has now perturbed the entire eastern part of the state.

Many of the 10,000 people who saw the light are positive in their belief that made the outlines of the same aerial craft that closely resembled a monoplane of the type used by Latham and Bleriot.

They say the machine was under perfect control and that it flew close to the ground, coming as near to the earth as 100 feet in Hattick and later rising to fully 1,000 feet. Some say there were two men in the craft. One was standing forward near the headlight, which has been seen by thousands of people, and the second man was in the stern, where a much dimmer light was burning. They say the craft at times attained a speed of fully 80 miles an hour, while again it remained stationary for fifteen minutes at a time.

1909 December 24 (Fri) Willimantic (Conn) Daily Chronicle, p. 1 (ed1)

"COME, RIDE IN MY AIRSHIP" INVITATION AWAITED BY MANY! / Bright Light in the East Had Willimantic Folks, Hundreds of Them, Guessing. / TWINKLING LITTLE STAR SOME SAY IT WAS. / Others, and Plenty of Them, Sure It was Tillinghast's or Some other Aerial Craft That Had All Eyes Turned Towards the Eastern Skies Last Night. / Twinkle, twinkle little star, / How I wonder what you are, / Up above the world so high, / Like an airship in the sky. /

There was a bright light in the east last night and the wise ones sized it up for Tillinghast's mysterious airship. It was about 7:30 o'clock that the light was first noticed and it was then in the southeast, appearing to be above the thread plant as viewed from the foot of Railroad street but a long ways off--from twenty to thirty miles in the opinion of some of the people who saw it. Patrol policemen and some other matter-of-fact persons winked the other eye when the airship was mentioned but there were plenty of people who were quite willing to declare, and did so declare, that what they had seen in the eastern sky answered in all particulars the descriptions sent out of the mysterious aerial craft that has been creating such a sensation in Worcester and other Massachusetts cities and villages.

There were several hundred in Willimantic who saw what they believed to have been an airship and others said it was Halley's comet. Whatever it was it caused considerable excitement for a while and the curious ones spent several hours with their eyes riveted on the heavens.

The light in the southeast looked like a powerful searchlight. Because of its size and the rays it threw out it attracted wide attention. It remained stationary for a few minutes and then it seemed to shoot upwards, then circled around as though the person manipulating it was trying to get his bearings.

As usual Mayor Dunn's store was crowded about that time and Benjamin Murphy, time-keeper on the New Haven road, came into the place calling the men out to see the airship. Mayor Dunn was among them and he stated last night when seen by a Chronicle reporter that he would not swear it was an airship but it certainly did look like one. Others who saw it were of the same opinion.

The light was miles away apparently and quite high in the air. It played in the east for about fifteen minutes and then vanished. Later there appeared a brilliant star in the firmament and those who had not seen the first light and saw this star were of the opinion that both lights were one and the same, but those who saw the first light said it was not star.

People who had come down street to do their Christmas shopping forgot what they had come for and stood on the sidewalk and even in the middle of the street looking to the east, hoping to see the return of the airship. Some of the skeptical ones, just because they

did not hear the buzzing of the engine or get an introduction to the man running the ship, laughed at those who claimed it was an airship they saw. The skeptics could not account, though, for the strange light and its peculiar actions.

It was too bad that the airship, if it was one, did not come nearer the city so that the people could inspect the machine. The scoffers would then have had no ground for scoffing.

One of the skeptics had a lot of fun during the evening putting the credulous ones "wise" to the "airship." Pointing to the bright star he would say "See it? It's the airship, stopped for repairs. The fellow running it dropped a monkey wrench overboard and it struck a man on the head, and they've taken him to the hospital!" And strange to say, to such a pitch of excitement had the crowd been wrought up that even this story found believers.

Reserved seats for this evening's performance are now on sale. A few choice ones left for the early comers.

A dispatch sent out from Boston says: Following the report from Worcester Wednesday night of the discovery above the city of a strange moving light, apparently the searchlight of a dirigible airship, Thursday night brought stories from many points of the observance of similar lights Thursday evening from villages east of Worcester and even from Boston Common. People in the towns of Marlboro, South Framingham, Natick, Ashland, Grafton, North Grafton, Upton, Hopedale and Northboro turned out in throngs and viewed a mysterious light in the heavens.

Many declared that the light has all the appearance of a strong searchlight and while they could discover no framework behind it, such as an aeroplane would have, they were positive that the light could not be that of a balloon, as it moved as if under control, and apparently against the wind.

If the lights seen last night were those of an airship, Mr. Tillinghast was not the navigator of the craft, for he remained at his home in Worcester.

It is estimated that fully fifty thousand people thronged the streets of Worcester watching for the reappearance of the visitor in the skies. The passage of trolley cars was seriously impeded by the gaping crowds in the main thoroughfares. For most of the curious the watch was unrewarded. People on the tops of buildings told of seeing a light pass rapidly at some distance south of the city, but it was smaller and much less brilliant than the one seen Wednesday night.

1909 December 25 (Sat) Boston Globe, p. 1.

(cont'd)

CERTAIN AS THE STARS / Airship Again on Route. / Even Skeptics See Its Changing Lights. / Only the Few Believe It's Castor and Pollux. / Many Streets Filled With Skygazers. /

Christmas eve in Boston was made memorable by the thousands upon thousands of people that [stood on] the sidewalks, street corners and squares from noon after dark till well on toward midnight, contemplating the mysterious airship that has caused such a sensation the last three days.

Lower Washington st, Dock sq, Scolay sq, Tremont row, Court st, Bowdoin sq, Court sq, Tremont st. and the Common were haunted by large groups of more or less excited and awe-struck belated Christmas shoppers, many of them laden with bundles, all gazing well up into the zenith at the gleaming lights marking the bow and stern of the courser of the sky, according to those possessed of the greatest amount of information on the subject.

At the corner of Washington and Summer sts the elevated roadw w starter had the hardest job he has had since the last big fire in his district, all owing to the crowd of sky gazers that would persist in obstructing the car track.

On the Common a policeman got extremely angry at a bystander who /p.2/ undertook to argue against the genuineness of the airship and to suggest that the ~~two~~ signal lanterns might be stars. "Haven't I seen the airship go away out of sight and come back again while I've been standing here?" demanded the bluecoat with an asperity that discouraged argument of the point.

Red and Green Lights.

Another man plainly distinguished that one of the twin lights was green, the other red, as they should be to conform to the rules of navigation, and he flatly told an observer at his elbow that he must be blind not to be able to see the difference in the color of the lights.

Another man expressed doubt whether the airship was really moving, but he was assured in gentle but firm tones by another that undoubtedly the operator had temporarily shut off his power, but that the machine had been moving unmistakably a few minutes before.

A large ~~new~~ majority of observers commented on the frequent ascent or descent of one end of the airship. Now it appeared to be gliding higher in space, then taking a chute downward in a gradual and graceful plane.

A large group at the corner of Bromfield and Tremont sts showed the most marked agitation seen during the evening, for at one time, from that point, the airship appeared to be a few feet lower than the top of Park-st church steeple and so near that everybody felt sure that it was certain to crash into the steeple.

Just when the nervous tension had reached its most critical stage, apparently, the operator appeared to see his danger, for the machine approached no nearer and appeared to be at a standstill as the crowd uttered a concerted sigh of relief and dispersed, to be succeeded by others a moment later. / Skeptic Convinced.

At times one or both of the lights on the airship grew dim, indicating that the operator was having trouble with his electric power, and each new flashing out of the lights to their full power was greeted with exclamations of satisfaction and an accession to the ranks of

those who were confident it was an airship they had in view.

A well-dressed, intellectual-looking elderly man, whose whole air breathed wisdom in an unusual degree, expressed to a crowd that surrounded him the deep satisfaction that possessed his soul at being able to see before he died a real flying machine soaring miles above the earth on wings swifter than the wind.

"I was a bit skeptical about its reality at first," said he. "I thought possibly the two lights were stars, but you will observe that not a star is visible in the sky. So it is perfectly obvious that two such brilliantly gleaming lights of those in the midst of a starless sky can be nothing but the lights upon an airship." This argument about there being no stars visible was used continually with telling effect by many others, to silence the skeptics.

There were many disputed whether the machine was actually moving or not, but the doubters were invariably quelled by those who had seen it go from a quarter to half way around the circle of the sky during the time that it took them to walk a block or two.

In one group there was an animated dispute as to the visibility of the flying machine. Several men were insistent that they saw something dark between the lights, and that it was the body of the airship. Just a word for Castor and Pollux.

Tired sure enough, they did see something dark between, for the two lights they were looking at were the stars Castor and Pollux, the heavenly twins, in the constellation Gemini, which, owing to the haziness in the upper air happened to be the only stars visible west and south of the zenith, which was the only portion of the heavens visible from the points where the crowds were gathered.

The something dark between the lights was the blackness of the sky.

The two stars mistaken for the bow and stern lights of an airship are reckoned by conservative astronomers to be at least a million-million miles apart. Being in what might be called a straight horizontal line with regard to the observer from the earth, they convey the idea of the airship on a level keel when seen with the head held erect. With the head cocked on one side or the other, the light of the left hand star seemed to be elevated or depressed.

As the observer moved about through the crowded downtown streets the apparent location of the stars changed materially, according to the point of observation, and when the haze came to some degree between the eye and the stars a slight illumination of the haze at once suggested beams from the airship's lights reflected from the otherwise invisible white wings of the machine.

The two stars are unusually prominent in the sky simply because they are near the zenith, where haziness, by a law of nature, is always a great deal thinner than lower down toward the line of the horizon.

HEAR WHEELS GO 'ROUND.

Seeing is Believing With a Lot of Newton People--And Then Ears Help Out Where Eyes Fail.

NEWTON, Dec. 24--Newton looked up tonight, and many persons whose reliability has never heretofore been questioned declared that they saw the mysterious airship continuously for more than a half-hour; in fact, were even enabled to watch its maneuvering, as it hovered over Mt. Ida and then struck out on a new westward course with wind-like speed.

In West Newton 30 passengers got out of an electric car to watch the airship. They heard the "whirr" of its motion, they said; saw its single headlight flash and watched it sail away.

The statements of persons in widely separated parts of the city agreed as to the time of the appearance of the strange craft over Newton. It was first seen shortly after 7. It disappeared in the western sky at 7:45.

The big phantom craft was first sighted from Newton by Walter E. Mars, who once mistook the US mail automobile for an ambulance.

A fireman who looked through a night glass said he thought he could distinguish steam or smoke arising from the airship at frequent periods.

Alfred W. Rees, one of Newton's leading business men; Daniel O'Connell, chairman of the democratic city committee and George M. Cox, the newly-elected democratic alderman, saw, or thought they saw.

Passengers on an electric car of the Newton-Waltham line said they had a fine view of the big, dark-colored craft at 7:30. The car had come to a stop on the River-st turnout, when a man heard a noise overhead and went out on the platform to investigate, and no sooner over than "There's the airship!" he exclaimed.

Everyone in the car, about 30 persons, hurried to the street and watched the airship a quarter of a mile above their heads. After hovering overhead several moments, the passengers said, they could distinguish the "whirr" of the motor as the big craft swung around and sailed away toward Wellesley.

A possible explanation of the presence here of an airship was offered by Alderman Thomas J. Lyons, who pointed out that plans were made some months ago for a station in Newton Center for the proposed airship line between Boston and New York. He didn't see the airship himself; he was busy decorating a Christmas tree.

LYNN WITNESSES.

Many People in That City Ready to Subscribe to the Airship Mystery. LYNN, Dec. 24--Hundreds of Lynn people strained their necks and cast their eyes skyward tonight, eager to catch a glimpse of the mysterious aviator who has been reported as touring about the state during the past few nights.

Away off toward Revere, high up in the air, they saw a bright light, which at times seemed to them to follow the line of the Boston & Maine railroad, and about everybody, including 200 or more who gathered in Central sq were satisfied that the light was attached to an airship.

Patrolman Rufe Greene tried to convince people that the light didn't move at all, but this theory did not appear popular.

STILL "SEEING THINGS."

Newburyport Confident It's an Airship With Lights Something Like a Drugstore.

NEWBURYPORT, Dec. 24--Hundreds of people here watched a mysterious light in the sky tonight, which they say first passed over the city to the North shortly after 7 o'clock and returned at 8:20 in a south-easterly direction. It is described as about 1800 feet in the air, with brilliant rays of the light changing from white to colored.

Most people agreed that the light resembled a searchlight and the aeroplane theory was the popular explanation.

1909 December 25 (Sat) Boston Herald, p. 1. (card 1)

JOKER'S BALLOON SETS GARAGE FIRE / Sent up in Worcester to Simulate Airship, Hot Air Craft Drops and Starts Blaze in the Centre of the City. / MANY CITIES REPORT SIGHT OF LIGHT AGAIN / Asserted in Providence That Outline of Machine Is Seen; Tillinghast Refuses to Discuss Aerial Flights. / [Special Dispatch to the Boston Herald.]

WORCESTER, Dec. 24--A hot air balloon, sent up by practical jokers in an attempt to keep at fever heat the nightly airship mystery, dropped about 9 o'clock tonight upon the two-story wooden building in Franklin square, where the Franklin Square garage has stored over 30 valuable machines and a large amount of gasoline. Before the fire was discovered it had secured a start that caused fears of a serious fire.

Quick work by the fire department put out the blaze before it had done much damage. Had the blaze been undiscovered a few minutes longer the flames might have eaten through the roof and caused an explosion in the gasoline. The garage is in the heart of the business section of the city, near City Hall.

Although many of the crowds of Christmas shoppers stopped in little knots to scan the sky in search of the headlights of the mysterious craft, there was a noticeable decrease in the excitement and in the belief that an airship was making nightly tours over the city.

Most of the people who stayed out last night and saw lights in the sky which they half-believed were displayed by an airship, seemed inclined today to think that after all it may have been a brilliant star or two. The general tone of the comments heard about the streets tonight showed that the most of the people are sceptical of the real existence of the airship, although they find it hard to answer the evidence of Wednesday night, when many claim to have seen some aerial craft.

The sending up of hot-air balloons, which started Thursday night, was continued tonight, and after the fire, which started in the Franklin garage, there was considerable indignation against the jokers who have been sending them aloft, for it is felt that one may easily cause a disastrous fire.

All day today Mr. Tillinghast, who has become widely known, almost famous, as the probable inventor of the probable airship, refused to talk to any one and kept himself shut up in his house or his office. Letters and telegrams of inquiry have come from all parts of the United States and men interested in finding out about his asserted airship have come to Worcester from as far west as Chicago.

MANY WAITED ON COMMON.

Some Thought They Saw Airship Hovering Above City Again.

The mysterious night-riding "airship" refuses to lower its colors or extinguish its lights at the behest of science or the ridicule of the unbelievers.

The clear, calm, all-revealing rays of a moon that promises to get full at the height of the holiday season, shining through the soft, velvety black depths of a cloudless sky, failed to deceive, and the frosty, tingling, snappy atmosphere could not chill the ardor of those who, having seen, believed, or believing that they had seen refused to doubt, or not having seen, had not and talked with those who had seen, or believed they had seen or had met those who had seen.

On the Common, between 5 o'clock and 8:25, last night, there assembled from time to time groups of six, seven, ten or twenty people, with feet rooted to the frosty turf, or to the granolithic pathways, with eyes aloft, and all thoughts, beliefs, hopes and faith hitched, not to a star, but to a witch-like, ether-conquering "rakish looking craft" that they averred, asseverated and professed to believe was circulating, paraboling and generally cutting up holiday antics in the westerly offing of the skies.

A husky, materialistic patrolman from the Laprange street station watched with zealous eye for a chance to hand a summons for trespass to the terrestrial traveler, should he land upon the withered, frost-bitten grass of the people's playground.

Standing near the entrance to the Tremont theatre, he told the reporter that shortly before seven o'clock a hack driver had called his attention to the weird, nightly mystery of the skies. Off towards the southwest, over the roof of Steinert Hall, could be seen a clear, violet tinted light, "half the size of a bowl" traveling towards the west and finally sinking behind the Back Bay building sky-line. No, indeed, it was not the flickering, blinking, make-and-break electric device on a Boylston street hotel.

At least a dozen observers had seen the light in the west or southwest, and all agreed that it moved slowly towards the west, disappearing from sight about 8 o'clock. It was generally described as of the color of an arc light and about half the size of an arc light globe.

Finally the penetrating chill of the December night, or the call of holiday eve festivities at home, thinned the ranks of the curious ones, and the reporter was left alone with the moon and the stars and the policeman. On the top of Soldiers' hill were discerned two silent figures seated on a bench. It looked like one figure, but it was two. Like the figure in Gibson's picture, they seemed to be saying "good-bye," and to have been at it since the middle of the summer, oblivious

of the banshee-like moaning of the winter wind in the bare branches of the trees. They contributed nothing to the cause of science, however much they might have held out for the student of gentler things. They had seen no airship; the stars and the moon held enough of glory for them.

A bundle-laden family man making a bee-line for the Worcester car at Park square, stopped long enough to swear upon his family honor that he had seen the airship cross the city and disappear in the direction of his native home. He was allowed to continue his flight.

From the direction of the West end a portly colored man hurried. Breathless and with popping eyes, he stopped before the investigators. "Where's it gone, boss? I most nigh bust my head a-chasin' it of it up Joy street."

No section of the city had been [p.1] neglected in the meteoric course of the "night rider"; no line of color or class or religion was drawn in making his evening calls.

Nor was Boston alone favored. From Winthrop, Brighton, Brookline and other sections came the story of the flying lights. By telephone and telegraph [pic.--Some Saw Two Men In It.] and messenger was dispatched the news of the heavenly mystery.

The conservative unromantic astronomers who nightly sweep the skies with powerful telescopes at the Harvard College observatory are apparently the only blind and unbelieving observers in the community. Told of the marvels nightly visible to the naked and unprofessional eye, they coldly reply that Venus in its nightly transit across the heavens would be seen at this time of year during exactly the hours used by the airship operator for his evening journeys, that the brilliancy of the planet is at times very great, rendering her easily visible in daylight and early evening, that the maximum brightness occurs 26 days on either side of inferior conjunction, the condition of maximum depending on the planet's phase and proximity to the earth.

It seems probable to these skeptics that the airship man will spend his nights at home in an orderly manner and take his flights with the lark in the limpid air or the morning, when Venus is between the inferior conjunction and the next superior conjunction.

WHEN VENUS AVIATES.

Solution of the Mystery Light; It Is a Star in Airship Flight.

Two nights ago a brilliant orb, zigzagging up and down, was seen by faithful eyewitnesses from Hull to Watertown. Some said 'twas Constock searching for an impropriety, and others that 'twas Cook escaping notoriety. A certain known authority predicted it was Santa, but a well sustained majority has classed this talk as banter. But while this apparition held all the world aghast, one calling it the comet, and another Tillinghast, each theory succumbing to a later one's corrective the mystery was ferreted by our lynx-eyed detective.

Suspecting what the truth was from the first, he ascertained, himself in spite of strict official secrecy maintained, from a visit to Olympus in the guise of Santa Claus, a fact significant enough to make the dullest pause. That Mr. Vulcan's villa, from some unheeded-of reason, had been closed and abdicated in the very height of season. From a certain maid of all work in Olympus, one Miss Iris, the reporter soon discovered that which he was most desirous of finding out--that for some weeks her mistress, Mme. Venus, had been acting in a manner which the neighbors all called heinous. (He do not comic pic.--Some Said They Saw a Man Astride a Huge Searchlight.) a need herewith recall--'twas town talk, mercy on us!--her scandalous elopement with that fast young man, A. Donis, and other little episodes too numerous to mention, to which we were among the first to call public attention.)

Now, as it seems, the lady, once again in public view, being completely ennuied from not having much to do, and from her husband's jealousy, has gone upon the stage. And as a first-class star, indeed, 'tis Venus was the rage. But an ambition mounted into the lady's head, from foot to head lights she has turned her active mind instead, and, forsaking her refining art of pre-Hellenic dancing, she turned her thoughts to the idea of woman's rights advancing.

Three weeks ago, an interview by private telescope, she expressed to our reporter her enthusiastic hope that the gentler sex should take a brace and rise up in its might, aerial monopoly to wrest from Wilbur Wright. A rival star called Talia was persuaded to declare that young woman Venus always was way up in the air!

However, latest news appears that Venus getting flighty, careened about from Cambridge out to Worcester in her flight!

So the baffling light so plain in sight from half-past five to eight, was only Venus in her first attempt to aviate. Now Isadora's had the fad of dancing sans her stocking, but for a star of Venus' par, the notion is--well, shocking. [Comic pic--Others Say it Scooped Down on Them.]

POSITIVE OF AIRSHIP.

Machine Appeared Above Providence While it Was Still Light. / [Special Dispatch to the Boston Herald.]

PROVIDENCE, Dec. 24--The mysterious airship made its first appearance over this city early this evening, and at such an hour, 6:30 [?] o'clock, that there was sufficient light thoroughly to dispel all doubts of even the most sceptical that it was really and surely an airship.

The visitor appeared from the northwest, passed over the center of the city in a southerly direction to a point over the Providence river, then swung around and circled several times around the big chimney, nearly 115 feet high, of the Narragansett Electric Lighting Company's plant. Then it started off toward the southwest, rising higher and higher in circles, and then stood nearly still, as if just drifting on the wind, for quite a while. Then it started off again, making side movements to right and left.

It remained over the city about an hour and then disappeared in a northwesterly direction. It was so near the earth at times that those who saw it assert that there is no possible question but that it was an airship.

Officers at the 3d precinct police station who saw the strange visitor when it first appeared had a splendid view of it and are sure it was an airship and apparently under perfect control of its operators.

NEWTON VISITED AGAIN.

Residents See Lights; Car Passengers Declare They Hear Engine.

The light of the supposed airship was seen again last night in Newton. The first appearance was at 7 o'clock, and people said it was plainly visible until 7:45 o'clock. Among those to make out the light of the supposed airship were W.E. Mara, A.W. Rees and Daniel O'Connell. They said the lights were first seen in the west, and that they came nearly over the town, circled round several times and disappeared in the west.

At 7:30 o'clock an electric car bound from Waltham to West Newton was stopped to allow the passengers to alight and get a view of the mystery. The car was in charge of William Galway, motorman, and Otto Ramley, conductor. The passengers said they could hear the noise of the engine of the airship.

LIGHT SEEN IN ROWLEY.

[Special Dispatch to the Boston Herald.]

IPSWICH, Dec. 24--About 7:40 o'clock tonight Thomas P. Hale of Rowley, on leaving the Boston train at the Rowley station, saw a bright white light in the sky that seemed to travel ahead of him as he went toward his house, some distance from the depot. The general direction traversed by the light was northward, and it moved with noticeable speed.

About the same time William Hawksworth of Dole's Corner, Rowley, saw the light travelling toward Haverhill at a rapid rate of speed. He estimated its height at 300 feet and says that it was travelling against the wind. No sound could be heard, and there was nothing to indicate the presence of the body or framework of an airship.

NEWBURYPORT EXCITED.

NEWBURYPORT, Dec. 24--Thousands of people tonight observed the mystery that has excited so much attention of late. The bright light, which at times presented different colors, circled over Newburyport and finally disappeared in a western direction.

1909 December 25 (Sat morn) Daily Eastern Argus (Portland, Me), p. 10.

Westbrook. / Aeroplane Flew Over City Last Night.

There was a rumor about town last night to the effect that a bright light, having the appearance of a big search light, was seen by a number of people living on Brackett street and although this is some distance from Worcester it is believed by many that Wallace E. Tillinghast, the Worcester inventor, was taking a ride 'way down East in the machine that is creating such a sensation in Massachusetts. The first appearance of the strange light was about 5:45 when it was seen by a few people. From that time till it disappeared some two hours later, it was the object of great interest of hundreds. The light was apparently a number of miles to the southwest of the city and the distance was so great that had it been attached to an airship the outlines of the latter would have been indiscernible. For a time after the first discovery the light appeared to be stationary, but later began to either descend or fade rapidly.

Jan. 24, p. 5--The Comet--people thought they were seeing Halley's Comet "About the best thing was when somebody saying he was out to Scarborough asked if the comet was not an air ship or some fire balloon."

1909 December 25 (Sat) Providence Journal, p. 2.

(card 1)

CITY IS AIRSHIP MAD. / All Kinds of Aeroplanes Flying About, According to Reports.

The police were searching the city early this morning for a man who stopped on the corner of Westminster and Eddy streets shortly after 5 o'clock yesterday afternoon, tipped his head back and took a long, lingering glance skyward. They say it was this man who set all the city airship mad last night, and they want to find him before the heavenly voyager really shows up.

The epidemic of infected vision that has turned Massachusetts upside down struck town with a bang late yesterday afternoon. From the time that the sun went down until the last shopper had found his way home this morning all kinds of aerial craft circled over the city. Everybody had a look at the fleet of ships, not a few had several looks.

On the streets the greeting wasn't "Merry Christmas." It was "Did you see it?" Christmas shoppers forgot what they were going to buy, simple strollers made a fringe all along the curb on every down-town street and even motormen disregarded rules about blocking traffic in their anxiety to see the peculiar light in the sky.

When the light first appeared it looked like a sure-enough glim on the front end of a flyer. The best view of it was obtained on Westminster street and hundreds stopped to gaze at it. The light didn't move overfast, but that made no difference. It was also pretty close to where Venus is at present, but no one had any use for astronomy in solving the problem.

"No doubt about it," declared one man, staggering under a load of bundles, "that's an airship all right. I can almost see the wings of the machine."

"Airship nothing," snorted another. "You're loaded too deep to be able to distinguish a star from a searchlight. Just because Venus tries to look a bit brighter than usual at this time of the year you want to make her out as part of some aerial craft. You'll be seeing Santa Claus coming down the chimney with his reindeer if you don't watch out."

Hundreds looked Venus all over until she set at 8 o'clock. She went toward the horizon pretty fast after she got started, but her speed wasn't anywhere near that 120 miles an hour Mr. Wallace E.

Tillinghast of Worcester and the heavenly regions tells about. It was

287 the stately progress of a lovely woman; and you can't say that resembles an airship on the wing.

After Venus disappeared the star-gazing bugs looked around for other stars to conquer. The sky was full of possibilities; and the rabid ones were not long in picking out the best and brightest, Sirius, the dog star, was an especial favorite. Some of the gazers got so dizzy looking upward that they had Sirius making circles, turning corners and behaving just like Wilbur Wright's finest.

With most people the aeroplane became a joke as the evening wore on. There were a few, however, who persisted in seeing the flying craft.

And what was worse, they persisted in telling their friends about it. One big crowd over on Mathewson street stood for a half-hour watching two stars side by side and commenting on who was manipulating them.

"Huh, I don't see a thing but stars," said one passer-by who caught the fever and stopped to crane his neck.

"You have an excellent eyesight," returned one of the crowd as he put his collar button in place and started to walk on.

Providence was not the only city that was afflicted with "airship-itis." Newport was also all agog, its inhabitants developing unsuspected capabilities of sight and seeing in one large, brilliant star a full-fledged aeroplane with a gigantic searchlight.

One man standing near the City Hall was the first to describe what he was sure was an airship. He told two or three of his friends about it, and the rumor sped about the town that an airship had chosen to spend the night just outside Newport harbor. Pretty soon everyone who was awake had his eyes glued to the most brilliant spot he could find in the sky.

One man declared emphatically that he could see not only the frame of an airship, the outlines of which were not particularly strong in his memory, but also a flag waving from the top. He could not say what kind of flag it was.

1909 December 25 (Sat) Providence (R.I.) Journal, p. 14. (card 1)

PROVIDENCE MEN SEE SEARCHLIGHT IN SKY / Mysterious Airship Appears Over This City During Night. / MANY TELL OF AERIAL SIGHT / Wallace E. Tillinghast's Aeroplane or Some Other Fly-by-Night Machine Arouses Great Interest Hereabouts. One Man Makes Out Seeming Body of an Airship.

Providence has joined the list of the favored few who have seen the mysterious night flying airship. Either Wallace E. Tillinghast's aeroplane or a second one equally as mysterious appeared above this city Thursday night about 9 o'clock.

The flying machine, or whatever it was, was seen by many persons. It was at a great altitude and was rushing along at a about a mile-a-minute clip.

It came out of the north like a shooting star. As it approached this city the glare of its headlight grew larger and larger until it appeared as one of the most powerful searchlights, its rays penetrating the dark darkness at a great distance.

Those who saw the brilliant object say their attention was called to it first by the brightness of the headlight. That light at a great distance threw out a reddish ray which grew in length and width with amazing rapidity.

The power behind it was of terrific force, it is said, and the speed with which the structure supporting it travelled was so great as to strike a degree of fear in the hearts of some who gazed in wonderment.

When Rhode Islanders first caught a glimpse of the show, it was far up the Blackstone Valley. Its course appeared to be southeasterly. From the time it was first seen, and it is figured that it was about over Woonsocket, to the time it appeared directly overhead in Pawtucket, was but a matter of six or seven minutes.

The light shot through the air over Pawtucket at great height, veered to the south over the north end of this city, and when at a point almost over the State House turned sharply to the east and at terrific speed continued over College Hill, and over East Providence. When last seen, it was following a general course in the direction of Taunton.

Those who testify that they beheld this mysterious flying object are of the opinion it was the same that was seen earlier in the evening at various points in Worcester and Middlesex, Norfolk and Suffolk counties, Massachusetts, and Windham and Tolland counties, Connecticut.

The machine was seen by many at Boston Common about 7:45 p.m. It did not appear hereabouts until nearly an hour later, and during that time there seems to be no accounting for the actions of the aerial visitor. Whether it went up out of sight or landed to get its breath is not known.

TWO LIGHTS ON FLYER!

Fifty-five minutes elapsed between the time the great light was seen over Boston Common and its appearance near Woonsocket. It is thought it might have been during that interval that the airship was making its flight between Boston and Willimantic and return to Worcester county.

While it is recorded that thousands of persons saw the great light, but one man has been found who claims he saw two lights, and he says also that while the machine or whatever it was was at a great altitude, he thinks it flew sufficiently near the ground for him to distinguish the underbody of some sort of an airship.

The stronger light, this witness says, was the headlight, but to the machine there was fixed a second light, in the rear of the searchlight. To him it appeared to be a tail light. It is thought it might have been a light used by mechanics aboard attending to the ship's engines.

Maj. George S. Tingley of Pawtucket was one of the men who saw the light flyer. He was standing near his home on South Union street at about 8:40 o'clock when he saw a very bright light in the heavens approaching the city. The light came with terrific speed. He called his wife and other members of his family and the neighbors. They wat-

ched the fast sailing object.

As it passed over the company Maj. Tingley discovered a second and smaller light attached to the machine. The mysterious flyer changed its course to the south, passed over the north end of the city and then making a sharp turn to the east soon disappeared over East Providence.

OTHERS ADD TESTIMONY.

At about the same time Henry C. Thresher of Waite, Thresher & Co., of this city, was passing between his home and a neighbor when his attention was called heavenward by a brilliant glare. To him the light appeared very high. The glare was reddish in color. The high speed with which it travelled impressed him more than anything else.

He saw it come from the northwest, pass over Pawtucket and this city and turn to the eastward. From the time he first saw it to the time it disappeared was between five and six minutes. During that time the light made several miles. It was going at a rate of a mile in about 30 seconds, it is said.

H.W. Fitz, Treasurer of State Trust Company, Pawtucket, was walking in company with his wife on Summit street, that city, at about 8:45 o'clock, when he discovered the swiftly sailing light. He says he doesn't know whether or not it was the headlight of an airship, but he was impressed with the great rapidity with which it shot across the heavens.

Albert Jenks of Fales & Jenks of Pawtucket also saw the moving luminary. He thinks he could make out the lines of an underbody of an airship, although indistinctly. He does not care to say that he is positive on this point. "It was going fearfully fast. Its speed was terrific. It was moving at a rate of more, a ~~xxxx~~ deal more, than a mile a minute," he remarked.

Other ~~xxxx~~ persons yesterday came forward with claims that they beheld the awesome spectacle, the reports coinciding as to the sharpness of the rays darted by the light, the velocity with which it pierced space and the great area it covered while in view.

1909 December 26 (Sun) Boston Globe, p. 14 (card 1)

AIRSHIP STORY WORRIES THEM / Worcester Merchants to Solve Mystery. / To Apply "Missouri" Test and Demand to Be Shown. / May Ask Mr. Tillinghast to Answer Some Queries.

WORCESTER, Dec. 25--Tillinghast's reputed airship and the mysterious lights which have agitated the good folks hereabouts for the last 10 days have brought a visitation upon Worcester that is extremely unpleasant and to the solid people who form the backbone of the community.

An avalanche of newspaper correspondents from all parts of the continent are quartered at the various hotels, and there are aeronautical sharps from many places in America as well as representatives of foreign interests in the city. All of these visitors are sending out broadcast the information that there seems to be no foundation for the many fantastic stories that have been wired all over the world.

The rather ridiculous advertising which is coming to Worcester in this way annoys the staid folks who are proud of the commercial reputation of their city. They have awakened to the fact that the weird stories of flying marvels is not simply local in its effect and therefore are planning to take action. Several members of the Worcester automobile club, who are affiliated with the Worcester board of trade, propose to ask the board to take steps either to justify the stories that have gone all over the world or to ask for some reasonable explanation. Plan a "Missouri" Test.

They feel that the board of trade should ask Wallace E. Tillinghast to corroborate the wonderful tales of his aeroplane. It is their intention formally to put it up to the steamfitting expert that he must back up his statements with some reasonable proof or deny that he is responsible for the stories. It is their purpose to prove to the world whether there is a wonderful airship in the vicinity of Worcester or that the whole thing is a hoax and that the city does not sanction the peculiar brand of notoriety in which it has basked.

These representative citizens do not take the position of questioning the Tillinghast airship. Their attitude is that they simply do not know anything about it. They don't know even if Tillinghast is responsible for the "marvels" which have furnished so much interesting reading lately. Their purpose is to find out. And they want to find out who is responsible for the stories. They want to settle the thing once and for all time.

If the plan that has been suggested be carried out, a committee of the board of trade will call upon Mr Tillinghast and ask him to say whether he asserted that he flew from Boston to New York and back on Sept. 8. If he says that the story is true he will be asked to furnish proof of his assertion. The committee will ask that he produce the mechanics who were with him on the trip. Should it be feasible to do so, ~~Tillinghast~~ Tillinghast will be asked to show his machine to a reputable delegation of citizens and some newspaper men. If he really says ~~xxxx~~ that he has some kind of ship and wishes to protect it, provision will be made to insure him profound secrecy as to his plans.

Tillinghast Constantly Watched.

The main point is that the citizens who are interested in the move believe they should protect the reputation of their city. They think they ought to do this, even at the risk of exposing any individual to momentary embarrassment. If there be absolutely no basis for all the airship worries which have descended upon New England they want to publish the fact to the world and close the incident. It is planned to have this proposition before K Sec Davison of the board of Trade on Monday.

Tillinghast, in the meantime, is absolutely incommunicado. Even his closest friends don't say airship to him these days. When he hears the word he is apt to say things that don't sound charitable at Christmas time. The notoriety that has followed him since the mysterious lights were ~~fixx~~ seen has seriously interfered with his business and with his home life. He has not been permitted an hour's peace.

At his office there are constantly two or three persons who want to know something. At the door of his place of business and at his home he is closely watched by mysterious men. When he is at home his telephone rings constantly. As his wife has only recently recovered from an illness the constant clang is not conducive to his good nature.

But to every person who can get close to him he asserts that he has made the flight from New York to Boston. J. Walter Flagg, a member of the Aero club of New England, who called upon him on Thursday afternoon, says that Mr Tillinghast asserted he had not only made this remarkable flight, but that he had done far more wonderful things. When Flagg asked the nature of these things Mr Tillinghast declined to make any further statement. He reiterated he could fly as no one had ever flown before, and that in his own good time he would show everybody what he said was absolutely true.

1909 December 26 (Sun) Boston Sunday Herald, p. 15 (card 1)

AIRSHIP OWL IS WORCESTER TALE / D.C. Rawson Says He Hitched Lights to Birds and Let Them Fly on Nights Skycraft Was Seen. / SOME IN TILLINGHAST'S HOME CITY BELIEVE IT / [Special Dispatch to the Sunday Herald.]

WORCESTER, Dec. 25--The secret of the mystery surrounding the light above the said said to be attached to an airship took on an additional [absurdity] today through the statement of C.D. Rawson, an organizer of an order of Owls, who confesses to sending up [two] owls with lanterns attached to their [legs]. This explanation actually found a few believers who accept the story as the solution of the mystery.

Rawson says he sent up Wednesday night, the first night the strange lights were seen, a large white North Carolina owl, to which he attached a light and reflector. He says he is sure the lanterns and reflectors on the two owls he sent out Wednesday and Thursday nights are what people thought to be the lights of an airship.

He says he ordered three owls from H.H. Stevens, Southern Pines, N.C., and when they came they were alive when he wanted dead owls to be treated by a taxidermist. What to do with the owls he did not know, and as there was so much interest in the airship story he decided to have some fun. Here is what he says in a fact:

"I sent my first owl up from the roof of the building on Mechanic street Wednesday night just before 6 o'clock, and it sailed over the Slater building and cut circles for about 45 minutes. I was where I could watch it all the time and the lantern blazed up and dropped out of sight. The owl flew with and against the wind and acted as a person would expect an airship to act.

"I went down to Millbury Thursday night with the other owl and released it about 6 o'clock. It started straight toward Worcester against the wind and seemed to be traveling fast. What became of this owl I do not know, but I watched it fly away and out of sight rapidly."

This statement by Mr. Rawson is considered a joke a little better than the others of the week, but he tells it with all seriousness and seems to believe owls are record holders as birds of passage.

AIRSHIP OVER NEW HAVEN

Capt. Barron Had Just Dined, but Is Sure He Saw It. / [Special Dispatch to the Sunday Herald.]

NEW HAVEN, Dec. 25--Tillinghast's airship supposed ~~xxxxxx~~ to have passed over this city at 11:40 a.m. The airship was seen by Capt. George S. Barrons and several other men. It was going in a north easterly direction. It was about 1000 feet up and seemed under perfect control.

The captain when he first saw the object questioned his eyesight, for he had just returned from his Christmas dinner, and called the attention of several other men to the air craft. At the time the airship was over the western part of the city, Capt. Barrons declared that he could see the planes and the rudder. It was too high to see any occupants.

1909 December 26 (Sun) Providence Sunday Journal, sect. 11, p. 5 (cd 1)

VENUS AND THE PUBLIC EYE.

To the Editor of the Sunday Journal: The general ignorance of the public as regards the science of astronomy has often been noted and deplored. Garrett P. Serviss, in his well-known work entitled "Astronomy with an Opera Glass," tells of an instance in which the planet Venus was mistaken for an electrically lighted balloon by the greater part of the population of New York city. This occurred in 1887, yet the following incident tends to illustrate the lamentable fact that the public knowledge of celestial science has advanced little, if any, since then.

While in the business section of this city on Christmas Eve, at about 6 p.m., the writer noticed excited groups of people on the street corners, and mystified individuals everywhere, pointing to the western sky. Following the direction of the many upraised fingers he beheld the planet Venus, which was shining with great brilliancy, and appeared to be the centre of attraction. This great apparent concern in astronomy seemed encouraging, to say the least, and the writer began to believe that the general apathy concerning astronomical matters which the public usually exhibits was being thrown off, and that an awakening of scientific interest was taking place within the breasts of the population, when this belief was shattered by remarks overheard from a knot of cultivated and apparently well-educated men.

It seems that the general idea existed that the planet was nothing more or less than the searchlight from some airship, either that which was recently purchased by a local merchant, or that supposed to be owned by Wallace E. Tillinghast of Worcester, Mass. Upon further listening the writer heard many remarks as to the "perfect control to which the aeroplane must be subject, in order that the light shine so steadily," and many estimates of its "distance above the earth," varying from half a mile to two miles. When apprised of their error, the gentlemen of the aforementioned group exhibited only mild surprise.

Such a revelation of general ignorance is depressing in effect. In-

all probability the reports of strange lights lately seen in the sky have caused the multitude to turn their gaze heavenward, and to seize upon Venus, which is by far the brightest of all star-like objects, as the searchlight of the supposed "airship," for which they really look in vain.

Yet, actually, the appearance of Venus should not cause people of intelligence to indulge in such suppositions, as its brilliant presence in the heavens is by no means uncommon. Even now it is not as bright as it will be next month.

The moral of the preceding is that is the general public will not avail itself of the astronomical information afforded by the publication of Prof. Upton's excellent articles in the Journal on the first of each month, suitable free lectures should be provided to impart such knowledge to it.

H.P. LOVECRAFT. / Providence, Dec. 24.

1909 December 26 (Sun) Seattle Sunday Times, p. 1.

FLIES AROUND SUMMIT OF MT. RAINIER

(Reginald Weatherby, 22, of Tacoma, claims to have invented an aluminum aeroplane propelled by undulating planes rather than by propellers, and used the plane to fly around Mt. Rainier.)
Bon. Dec. 27, p. 3.

(No foundation in fact is found for the claim. The story came from a man who apparently jumped the gun, saying the youth had done already what he planned to do in the near future when his invention was perfected.)

"It is known in Tacoma, however, that some sort of kite or flying machine has attracted much attention in the southern part of the city."

(Both articles are so faded they are barely legible.)

1909 December 26 (Sun) Tacoma Sunday Ledger, p. 1.

MYSTERIOUS SKY VOYAGER COMING WEST / Will Probably Make First Public Demonstration at Los Angeles Aviation Meet. / TO PROVE HIS CLAIMS / Believed Worcester Man Has Accomplished Great Achievement of Flying in Air Without Use of Motor. /

LOS ANGELES, Cal., Dec. 25.--The executive committee of the aviation meet today received word from an Eastern representative that W.E. Tillinghast of Worcester, Mass., probably will make his first public demonstration of his aeroplane in Los Angeles.

A communication received here today by Dick Ferris, the general manager, stated that Tillinghast has said that he will probably go to Los Angeles and participate in the meet.

It is said that Tillinghast declared that he would appear and prove his claims and at the same time make other airships entered look like children's toys.

Flies Without Motor.

"Word has been received," said Ferris, "from our New York representative that Tillinghast has stated he will bring the machine to Los Angeles and demonstrate for the first time in public what he has been proving for himself by night flights."

"It seems certain that Tillinghast has accomplished what aviation authorities regard as the next great achievement, that of remaining in the air without the use of the motor."

"The Wrights and others believe that it is possible to soar just as a buzzard does, and in consequence utilize the power of the fuel supply only for getting off the ground and in emergencies."

"Experts on aviation have been looking for such an achievement, but have rather expected it from men already famous. Tillinghast will have every facility in Los Angeles for demonstrating that he has discovered the next great step in aeronautical progress."

May Make Long Trip.

"Our informant in the East says he understands Tillinghast has been seriously hampered in the results he can actually accomplish because of weather conditions and a desire to protect his machine by secret flights. It is also stated he will be able to remain in the air 24 hours or longer, and at Los Angeles he can easily do this without discomfort."

"If it is true that he can fly 120 miles an hour, carrying himself and two men, it will be easily possible for him to make a trip to San Francisco without the slightest discomfort. We understand he wishes to do something of this sort and we are preparing every facility to aid him in these flights."

1909 December 26 (Sun) Wheeling, W.Va., Register, p. (card 1)

TILLINGHAST IN HIS SHOP, NOT IN HIS AIRSHIP / New Englanders Probably Mistake Venus for a Soaring Flying Machine and Get Excited. / SCIENCE DISPROVES THE INVENTOR'S ASSERTIONS. / Worcester People Take No Stock in the Professions of the Steamfitter. /

WORCESTER, Mass., Dec. 25.--Go where you will in New England today and you will hear them talk about Tillinghast and his mysterious airship. The majority of New Englanders don't believe in Tillinghast. And this in spite of the fact that there have been some peculiar aerial doings herabouts for the last three nights.

On Wednesday night, as has already been told in the dispatches, there appeared a mysterious light above this city. A light snow sifted down like a crepe mantle, and the wind blew briskly from the east, but there are many good souls who will sincerely tell you that they saw a red light approach the city from the south, hover over the shopping centre of the town and make several circles, finally disappearing again in the south.

Although the thousands who thought they saw the same manifestation last night were informed that they were simply gazing at the brilliant

star Venus, they steadfastly adhere to their opinion that it was the same airship light they saw the night before. So excited are the people here that last night and tonight they jammed the broad streets to such an extent that it was impossible for the street cars to run for a time.

"There It Is."

As the huge, glittering evening star made its appearance the cry went up, "There it is." Many persons are willing to make affidavit to the fact that they saw the star move. It is known that at least three hot air balloons were sent up from different points. These toy air craft travel with uncertain direction through the air and at night gleam brilliantly through the murk. Their appearance added much to the hysteria prevalent.

But the people of Worcester as well as the eager spectators in the rest of the New England towns stretching from Willimantic to Lynn are gravely dubious as to whether Wallace Elmer Tillinghast has anything to do with the phenomena. It is known now that the expert steam fitter has not been out of Worcester any night during the past week. On Wednesday night, when he was supposed to be traveling through space in the fantastic craft with the luminous tail, he was working in his office in Commercial street in company with an associate, Ben Clark. Last night the place was guarded by several newspaper men who distinctly saw Tillinghast at work in his office while the mysterious light was agitating the crowds in Main street.

A "Wonderful" Machine.

The steam fitter expert told a reporter that he had built an aeroplane having 75 feet spread and 10 feet depth. He said he had only a single plane to support his craft in flight and that he carried an engine of his own make developing 120 horse-power. He said the total weight of his craft was 1,550 pounds, exclusive of passengers. He said he carried a strong searchlight in front of the machine, fed by acetylene gas, which was generated on the craft. On his trial long distance flight from Boston to New York and return he said he had carried two passengers besides himself, each weighing in the neighborhood of 200 pounds. As Mr. Tillinghast himself weighs about 200 pounds, this gave him 720 square feet of lifting surface over 2,000 pounds to carry.

This in itself is a violation of all the fundamental rules established in the structural science of aeronautics. It has become recognized that it takes two feet of lifting surface to carry one pound of weight. Tillinghast reverses the formula. He carries almost three pounds of weight to one foot of lifting surface. But even this would have been swallowed without much protest if Mr. Tillinghast had not asserted that he rose from the ground with a few yards of starting. Also he professed to have attained a speed of 120 miles an hour and that his machine had risen to heights of 4,000 feet and more.

Practically Impossible.

Dr. A.G. Webster, one of the leading authorities on physics, who holds that chair at the Clark University here points out that it is practically impossible for Tillinghast to do what he has been quoted as declaring he did. He points out that Tillinghast professes to have done more marvelous stunts in getting initial speed and in maintaining flight than even the most perfect soaring birds known to science.

Tillinghast also says that his machine can soar at almost any height. In corroboration of this statement he told James Aylward he stopped his motor 4,000 feet above the statue of Liberty in New York Harbor and soared around for 46 minutes while his 2 helpers were repairing the engine. If he has really accomplished this he has done the thing which the Wrights have been attempting to achieve all their lives. To learn the secret of the S. American condor and the albatross has been the aim of every man who has ever studied the secret of flight.

1909 December 27 (Mon) Hartford (Conn) Daily Times, p. 8.

New Haven Believes/(New Haven Palladium.)

It was on the Christmas day just passed that New Haveners witnessed for the first time in their home city an exhibition of the aeroplane, the invention of which was the real conquest of the air. A mysterious heavier-than-air machine circled the city during the morning of Christmas day, and at such a height that its real form, its pilot and its mechanics were not discernible, but it was properly enough within our vision to leave no doubt as to what the stranger was. It circled the air in a manner that is impossible for the balloon or the dirigible, and it was too large for any of the now known feathered inhabitants of the globe. Many of us have seen the aeroplane on exhibition in trial flights at low altitudes, but those who saw the mysterious stranger of Christmas were treated to the real thing in air conquests. It was a great spectacle in the skies. The aeroplane was generally believed to be the one which has been flying for many months past in New England, traveling incognito as it were, for the stranger, while owned in Worcester, comes to earth and leaves it in parts yet unknown to the public. The owner claims that it is the greatest of all heavier-than-air contrivances, and after what we saw the other day we agree with him. If the Christmas day visitor was really Mr. Tillinghast in his greatest of airships. It was a stirring sight and encouraged our thoughts to the great achievements of mankind. In all of the seriousness of the incident there was also the humorous side to it, and no better shown perhaps than in the statement of the little newsboy who exclaimed, "That is nothing, only Santa Claus going home after a hard night's work."

1909 December 27 (Mon) Hartford (Conn) Daily Times, p. 11.

WILLIMANTIC LAUGHS AT THE AIRSHIP FAKING. /

Willimantic, December 27.--There has been a big furor locally over a strange light in the heavens to the south for the past few evenings. Last Wednesday dispatches appeared in the papers concerning the Tillinghast airship, which is said to have attracted the attention of hundreds

of Worcester and other people in that vicinity, and with that ~~was~~ story in their minds people who witnessed for the first time last Thursday night a strange light south of this city believed they saw an airship, and ~~it~~ concluded that Tillinghast was hovering over this territory. The report that this light was an airship last Thursday night found many believers, but the belief gave way to doubt when the same light was seen again in the same ~~xxxxx~~ position the next evening, and the doubt did not vanish when again on Saturday night between 6 and 7 the light was seen again, for Saturday night it had begun to storm, and around the light was a halo which would be occasioned by such atmospheric conditions, and it was not a proper night for an airship to be disporting way down here in Connecticut unless it had a good windshield and a storm top with side curtains. One ambitious news writer in this city sent long dispatches to two New York papers, telling how hundreds had stood out and watched the airship maneuver, and the metropolitan papers printed the story along with the story of Tillinghast's ship, giving the impression that it was the Worcester man down this way. It has certainly been an interesting topic for the past few days, and many people have stood gaping at the sky for hours at a time in hopes of seeing some further stunts in the airship line. More conservative persons, however, cannot see anything more than an unusually large and brilliant star which, without doubt, is Venus.

1909 December 27 (Mon) Providence Journal, p. 11. (cont'd)

WORCESTER ANGRY OVER AIRSHIP / City, Tired of Notoriety, Wants Tillinghast Asked to Prove Assertions.

Worcester, Mass., Dec. 26.--Tillinghast's reputed airship and the mysterious lights which have agitated the good folks hereabouts for the last 10 days have brought a visitation upon Worcester that is extremely unpleasant to the solid people who form the backbone of the community.

The rather ridiculous advertising which is coming to Worcester in this way annoys the staid folks who are proud of the commercial reputation of their city. They have awakened to the fact that the weird stories of flying ~~xxxxxxx~~ marvels are not simply local in their ~~xxxx~~ effect and therefore are planning to take action.

Several members of the Worcester Automobile Club, who are affiliated with the Worcester Board of Trade, purpose to ask that body to take steps either to justify the stories that have gone all over the world or to ask for some reasonable explanation.

They feel that the Board of Trade should ask Wallace E. Tillinghast to corroborate the wonderful tales of his aeroplane. It is their intention to put it up to the steamfitting expert that he must back up his statements with some reasonable proof or deny that he is responsible for the stories.

It is their purpose to prove to the world either that there is a wonderful airship in the vicinity of Worcester or that the whole thing is a hoax and that the city does not sanction the peculiar brand of notoriety in which it has basked.

These representative citizens do not take the position of questioning the Tillinghast airship. Their attitude is that they simply do not know anything about it. They don't know even if Tillinghast is responsible for the marvels which have furnished so much interesting reading lately. Their purpose is to find out. And they want to find out who is responsible for the ~~xxxxxx~~ stories. They want to settle the thing once and for all time.

If the plan that has been suggested be carried out a committee of the Board of Trade will call upon Mr. Tillinghast and ask him to say whether he asserted that he flew from Boston to New York and back on Sept. 8. If he says that the story is true he will be asked to furnish proof of his assertion. The committee will ask that he produce the mechanics who were with him on the trip.

Should it be feasible to do so Tillinghast will be asked to show his machine to a reputable delegation of citizens and some newspapermen. If he really says that he has some kind of ship and wishes to protect it provision will be made to insure him profound secrecy as to his plans.

The main point is that the citizens who are interested in the move believe they should protect the reputation of their city. They think they ought to do this even at the risk of exposing any individual to momentary embarrassment. If there be absolutely no basis for all the airship worries which have descended upon New England, they want to publish the fact to the world and close the incident.

It is planned to put this "proposition" before Secretary Dabidson of the board of Trade on Monday.

Tillinghast in the meantime is absolutely incommunicado. The notoriety that has followed him since the mysterious lights were seen has seriously interfered with his business and with his home life. He has not been permitted an hour's peace. At his office there are constantly two or three persons who want to know something. At the door of his place of business and ~~xxx~~ at his home he is closely watched by mysterious men. When he is at home his telephone rings constantly. As his wife has only recently recovered from an illness, the constant clangor is not conducive to his good nature.

But to every person who can get close to him he asserts that he has made the flight from New York to Boston. J. Walter Flagg, a member of the Aero Club of New England, who called upon him, says that Mr. Tillinghast asserted he had not only made this remarkable flight but that he had done far more wonderful things. When Flagg asked the nature of these things Tillinghast declined to make any further statement. He reiterated that he could fly as no one had ever flown before, and that in his own good time he would show everybody that what he said was absolutely true.

1909 December 28 (Tues eve) Boston Globe, p. 2.

LOOKED FOR AIRSHIP. / As They Did, Others Were Busy Differently. / Two Men Charged With Attempting to Pick Pockets in Crowd.

Policeman George H. McCaffrey told Judge Murray in the municipal court today that many well-known crooks have been reaping a harvest lately while curious people were looking heavenward nightly to get a glimpse of the supposed mysterious airship.

McCaffrey and special officers O'Donnell and Flynn had in court Joseph McDonald and Samuel G. Scott, who were charged with attempting to pick the pockets of several men in a crowd last night in the North end.

Someone thought he had seen two lights on an airship going out over Boston harbor, and in a very few minutes there were at least 50 men in a group, all looking heavenward for the airship.

McCaffrey said that he saw McDonald and Scott trying to go through the pockets of several in the crowd. McDonald and Scott were found guilty and sentenced to three months each at the house of correction.

1909 December 28 (Tues) Burlington, Vt., Daily News, p. 1.

AIRCRAFT SEEN AT ESSEX JUNCTION? / MYSTERIOUS LIGHT WATCHED BY GREAT CROWDS LAST NIGHT / Watcher with Glass thought He Dibly Made out Aircraft--Others Believe Aerial Visitor Merely Bright Star / (Special Despatch to the News.)

Essex Junction, Dec. 28.--The aircraft which has created such a sensation at Worcester and neighboring Massachusetts towns was seen from this place last night in the opinion of many of our people. The theory is that the mysterious traveller of the skies was on the way from Worcester to Montreal, making one of those marvellously swift flights of ~~xxx~~ which we have been told.

Another theory is that it was the Evening Star. Against this it is urged that the Evening Star is not visible as early as 4:30 p.m., which was the hour at which the supposititious aircraft first became visible, nor does it disappear in an instant, like the flame of an extinguished ~~xxxx~~ lamp, which was the case with last night's aerial visitor.

The first person to notice the light, as far as heard from was a lady who, while driving home from Colchester, observed it at about 4:30. She describes it as very bright, and travelling rather rapidly.

By 7 o'clock the streets were full of people watching the light. It was then in the western sky, well above the horizon.

The crowds gathered in groups and the apparition was discussed. Some thought it was the evening star, and others are sure that what they saw was the searchlight of an aircraft.

From the time it was first observed the star or aircraft steadily arose until it reached a considerable height, where it remained for half an hour or more. It then began to grow dim and finally went out. It did not seem to fall, but expired like the light of a candle, extinguished.

The light was very bright and appeared to be about four times the size of the largest star.

W.C. Stevens observed it through a glass and thought he could discern the outlines of some sort of a craft.

Mrs. J.J. Raine saw a brilliant light in the western heavens early in the evening as she alighted from the electric car from Burlington. She thought at the time that it was the evening star, but noticed that it was particularly bright. Later when ~~she~~ the airship rumors were abroad she recalled that she had seen the light.

J.E. Donahue said that he also noticed the bright light, but believed it to be a star.

Rev. C.C. Adams was another one who watched the phenomenon with interest and with wonder. Rev. Mr. Adams thought if it was a star it was unusually bright. It had the appearance of moving a considerable distance in the course of a half hour.

Watchers will be out in force tonight, and the mystery may be solved. If the strange light is visible it must be accounted for by some stellar phenomenon; if not, the nocturnal visitor may perhaps be identified with the Worcester aircraft.

The aircraft was not seen in Burlington and apparently elsewhere in this region. One or two persons claim, however, to have seen it Christmas eve.

1909 December 28 (Tues) Willimantic (Conn) Daily Chronicle, p.1. (cont'd)

AIRSHIP PASSES OVER CITY OF NORWICH. / Many People Saw It but They Were Unable to Tell How Many Persons Were in It.

That the "airship" that many Willimantic people saw, or thought they saw, last Thursday night may have been an airship after all, and that the stories sent out by local newspapermen were not such complete "fakes" as some persons would have the public believe, is indicated by the following account of an airship printed by the "Norwich Bulletin" this morning in its Norwich news:--

"Between 7:30 and 8 o'clock Monday evening there were many in the central part of the city who were watching an airship as it passed over the city, going in a southerly direction. There was no noise to be ~~xxxx~~ heard and no particular demonstration with the searchlight, but the fact that the lights were moving attracted attention, and it was watched until it disappeared. It was not very high, but it was impossible to tell how many were in it. That it was not a star is the positive statement of those who saw it.

"It was not a steady level flight like that of a bird, but there was occasionally a dip to the airship and as it went along a second light now and then hopped into view. It was a fine, clear bright night for a flight, but the operator must have been clothed like Peary on his Arctic trip to defy the cold of the night."

The "New Haven Palladium" says: It was on the Christmas day last

passed that New Haveners witnessed for the first time in their home city an exhibition of the aeroplane, the invention of which was the real conquest of the air. A mysterious heavier-than-air machine circled the city during the morning of Christmas day, and at such a height that its real form, its pilot and its mechanics were not discernible, but it was properly enough within our vision to leave no doubt as to what the stranger was. It circled the air in a manner that is impossible for the balloon or the dirigible, and it was too large for any of the now known feathered inhabitants of the globe. Many of us have seen the aeroplane on exhibition in trial flights at low altitudes, but those who saw the mysterious stranger of Christmas were treated to the real thing in air conquests. It was a great spectacle in the skies. The aeroplane was generally believed to be the one which has been flying for many months past in New England, traveling incognito, as it were, for the stranger, while owned in Worcester, comes to earth and leaves it in parts unknown to the public. The owner claims that it is the greatest of all heavier-than-air contrivances, and after what we saw the other day we agree with him, if the Christmas day visitor was really Mr. Tillinghast in his greatest of airships. It was a stirring sight and encouraged our thoughts to the great achievements of mankind. In all of the seriousness of the incident there was also the humorous side to it, and no better shown perhaps than in the statement of the little newsboy who exclaimed, "That is nothing, only Santa Claus going home after a hard night's work."

1909 December 29 (Wed) Hartford (Conn.) Daily Times, p. 4.

Some Think It Is a Balloon.

Word comes from Norwich that an airship was seen hovering over that city Monday evening between 8:30 and 9 o'clock. The report says that there were many who saw it going in a southerly direction. There was no noise to be heard and no particular demonstration with the searchlight, but the fact that the lights were moving attracted attention, and it was watched until it disappeared. That it was not a star is the positive statement of those who saw it. Local people who saw the strange light in the sky Friday night have stated that they think now it was a balloon. It is possible that someone to the south of us is sending up a balloon some of these evenings and rejoicing in the commotion it has caused the observers.

Willamantic Daily Chronicle, Jan. 7 p. 3--That Mysterious Airship / A Number of Norwich People Believe It to Be a Large Paper Balloon.

A number of Norwich people, who saw sailing over the city what was supposed by a few to be the mysterious airship which has been reported so often of late declare now that in their opinion it was nothing but a large paper balloon, the kind that is put up on Fourth of July. It traveled with the wind, which strengthens their belief. There was a ribbon of smoke in its wake, such as the burning torch of a paper balloon gives forth. It would not be surprising if someone is trying to hoax the public in this way.

1909 December 30 (Th) Boston Globe, p. 13.

WEIRD AIRSHIP MAN IS FOUND / Says He's G. F. Russell of Marblehead / Flies at Night with Gyroscope Rig to Escape the Curious. / Starts From Near Salem With New Invention.

NEW YORK, Dec. 30--The American this morning prints the following: G. F. Russell, who arrived in this city yesterday from Marblehead, Mass., announced that he was the pilot of the phantom airship which mystified the residents of Worcester, Mass., and other places last week by flying with huge flashlights.

"Russell, who is only 21, claims that there was no mystery surrounding the flights, but that he and his associates had sought an isolated section of the country in which to try out a new gyroscope-equilibrium invention of A. Herring without interference.

Russell admitted that he had made several flights in the dark from a point near Salem and that, aided by a huge fire set up in the sand, he was able to make a safe landing after being in the air for more than an hour.

The new invention, according to Russell, will work wonders in airship flying, as it will tend to balance the aeroplane in a stiff breeze, thus preventing the aeroplane turning over, which so many navigators fear when they are in the air.

Although Russell refused to give a detailed description of Mr. Herring's gyroscope invention until after the patents had been granted, he explained that the additional machinery was very light and that it was run by the aid of the regular motor which runs the propeller and was located in the body of the aeroplane, under which the pilot sits.

Russell denied that Wallace E. Tillinghast had any connection with the flights over Worcester.

1909 December 30 (Th) Boston Herald, p. 1.

SAYS HE PILOTTED PHANTOM AIRSHIP / G. F. Russell, 21, Arrives in New York from Marblehead; Declares He was Trying Gyroscope-Equilibrium Invention. / SAILED ON TRIPS FROM A POINT NEAR SALEM. / (Special Dispatch to the Boston Herald.)

NEW YORK, Dec. 29.--G. F. Russell, who arrived in this city today from Marblehead, Mass., announced that he was the pilot of the phantom airship which mystified the residents of Worcester last week, by flying over the city with huge flashlights.

Russell, who is only 21, claims that there was no mystery surrounding the flights, but that he and his associates had sought an isolated section of the country in which to try out a new gyroscope-equilibrium invention of A. Herring without any interference.

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1909 December 30 (Th) Boston Journal, p. 1, 4.

(card 1)

AIRSHIP MYSTERY TO BE CLEARED UP BY TILLINGHAST / Will Exhibit His Phantom Monoplane in Hub in February. / DOUBT OF EXISTENCE IS CLEARED AWAY / Facts Come to Light Which Prove Worcester Man Was Flying Machine

Wallace E. Tillinghast is to unveil in Boston the mystery which has shrouded his now famous airship, when he exhibits the monoplane that has stirred Greater Boston by its strange night flights at the aero show to be given at Mechanics' Building from Feb. 16 to 23.

This he has practically promised through his superintendent of construction, William Hunt, and the officials of the aero show believe implicitly they are to have his machine among their exhibits.

This belief comes as a result of a visit paid Tillinghast at Worcester by Percy Edgar of C.I. Campbell's office, representing the promoters of the show. Edgar called on Mr. Tillinghast and put his proposition up to Superintendent Hunt, who appeared for the inventor. Edgar says Hunt told him Tillinghast would exhibit at the February show.

Airship Story Confirmed.

Men prominent in aeronautics in Boston are firm in their conviction that Tillinghast has a monoplane as he has stated. Facts leaked out yesterday which confirm these opinions, aside from the statements of scores of people who have seen a mysterious air craft plying its way, like a Flying Dutchman of the skies, over a number of towns and cities in Greater Boston.

A. B. Wilson, a New York inventor and engine expert, has stated that Tillinghast came to him while he was stopping at Bar Harbor, Me., a year ago, and asked him if he would enter his service. Tillinghast hinted at his construction of an airship, but Wilson refused to enter an agreement with him because he himself was deeply interested in a patent on an airship he was then planning, and he thought that he would rather pursue his own course. Wilson has since said to persons of note, but who do not wish to be mentioned, regarding this matter, that he feared, or rather, thought at that time, his own patent might be better than the one Tillinghast might promote, and he wished the credit for his own device alone.

To further emphasize their theory that Tillinghast is not bluffing in the matter of an air craft, it has been ascertained that a few months ago the Worcester inventor had shipped to him from France, via New York two aerial engines. One of these is an Antoinette motor and the other a Curtiss 30.

Tillinghast had these engines transported to his workshop in Worcester, and from there he had them taken secretly to the place where he has set up and housed the machine which has caused to much speculation in aero circles.

In spite of the eager watch which has been kept upon Tillinghast, he has so far eluded the people who have sought his place of hiding. There is nothing very mysterious about that end of the affair, as it would be the simplest thing to keep under cover even such a prominent thing as an airship. An acre lot, located a distance from any habitation, and upon which might be some barn-like structure, would be all that is necessary to aid in keeping his secret.

No Patent Granted.

Coming out at night, the aviator, with his searchlights shut off, could sail upward and miles away from the place of concealment before the lights were turned on. The muffled puffing of the exhaust would not attract attention a half mile away, and appearing only at night time the chances of any one being in the neighborhood would be small in a sparsely settled, out-of-the-way place.

After the nocturnal flight, a descent could be made in the same manner. The lights turned off and the engines shut down to the lowest notch possible, and the landing made in utter secrecy.

Tillinghast has not been granted a patent at the United States patent office at Washington for an airship of any nature, and this is believed to be another reason for his secrecy regarding his invention. Whether he has applied for a patent or not cannot be learned, as the patent office is not allowed to divulge any information of this sort, but it is intimated from good sources that not even an application has been made.

Refuses to Be Seen.

Tillinghast has stated that he did not care for anybody's opinion regarding his conduct in the matter, and that when he gets ready to show his goods before the public, he will do so, and not before. He has the utmost confidence that his place of concealment cannot be found, and so far this reliance has proved good.

To see Tillinghast is today one of the hardest propositions imaginable. His office force is trained to make all kinds of evasive answers to the applicant for an interview, and at his home one is no more successful.

The inventor wants to be left alone, and contents himself in his already expressed opinion that in the fullness of time proper publicity will be given his flying machine.

Anyway, Boston people rejoice that it is to this city the craft which has awakened their curiosity will be finally brought to bay.

1909 December 30 (Th morn) Rutland, Vt., Daily Herald, p. 7.

News of Vermont

Essex Junction populace was out in full force Monday night to view what was thought to be a mysterious airship seen in the eastern sky. A brilliant light rose and fell, and finally went out.

31, 4. It is possible that the Essex Junction airship failed to "pass through" Brattleboro.

23, 4. The story of that man Tillinghast about an airship flight by night across a good slice of New England ought to have been hidden in a brass tube and lost in the unknown. He has a chance to prove it at Los Angeles, however.

29, 4. Meanwhile, Tillinghast is doing a silent specialty that is attracting much attention.

1909 December 30 (Th) Tillinghast Daily Chronicle, p. 1.

SOLUTION OF THE AEROPLANE MYSTERY PROMISED BY HUNT! / Manager for Tillinghast Says the Latter's Airship Will be Exhibited at Boston in February. / WORCESTER MAN STILL MAINTAINS RESERVE. / Reiterates His Statement That He Has the Aeroplane, That It is a Wonder, and That He Will Show It to the World When He Is Good and Ready and Not Before. /

Boston, Dec. 30.—Wallace E. Tillinghast's mysterious aeroplane, which by flights over New England cities during the past month has stirred a curiosity almost unparalleled, is to be exhibited at the Boston Aero show, to be held here next February 16 to February 23, at least that is the declaration of William Hunt, manager for the Worcester aviator.

Hunt's promise comes as the result of a visit paid Tillinghast at Worcester by Percy Edgar, a representative of the show's promoters. Edgar did not confer with Tillinghast, who is still keeping in the background, but Hunt, who represents him, declared that when the show opened the mysterious monoplane would be on hand for exhibition, this being in line with previous promises by Tillinghast that he would come out into the open in the spring. The promoters of the show have implicit confidence that when the doors open, the solution of the aeroplane mystery will be given to the public.

That Tillinghast is not springing a gigantic hoax on the people of New England, but that he really has a wonderful aeroplane is rapidly becoming the general belief here. It has been learned that a few months ago Tillinghast had shipped to him from France via New York two aerial engines, one an Antoinette motor and the other a Curtiss 30. These engines are not now in Tillinghast's Worcester workshop and it is believed they have been transferred to his secret aerodrome and are, perhaps, being used on the night flights which have so stirred New England.

Despite the importunities of scores of newspaper men and other interested persons Tillinghast still maintains his reserve. When cornered and asked flatly when he will come out in the open he still reiterates his statement that he has the aeroplane, that it is a wonder, but closes the discussion with the old declaration: "I'll show it to the world when I'm good and ready, not before."

1909 December 31 (Fri) Boston Globe, p. 3.

MARBLEHEAD STIRRED UP / Over Story About the Airship Flights. / No Aeroplanes There That Are Fitted Up With Motors. / Russell There to Set One Up for W. S. Burgess.

MARBLEHEAD, Dec. 31.—The people of this town are somewhat stirred up over the story from New York that C. F. Russell claimed to be the man who made the flights which have been reported from eastern Massachusetts on various nights of this month.

Mr Russell is quoted as stating that he made the flights from here, starting each evening from near the Salem border from a sandpit, but this not so, as during the stay of Russell in Marblehead, which was only for two or three days, the only aeroplanes known to be in town were not fitted with motors.

Mr Russell was sent on to Marblehead by the Curtiss-Herring Co to set one of their biplanes for W. Starling Burgess. After finishing this work he left for New York and nothing more was heard from him until the story of his alleged flights was published in the Thursday morning papers.

It will be two weeks more before the aeroplane at Burgess' will be in condition to fly, and by this time the new biplane designed by W. Starling Burgess will also be ready for its first flight. This biplane is to be much like the Curtiss machine and is to be equipped with one of the Curtiss motors.

It will have different shaped side planes for balancing and much less skeleton. This latter fact will lighten the aeroplane considerably. In the Curtiss flying machine the frame is of bamboo connected with piano wire.

Mr Burgess will construct his from built-up spruce which will be much lighter than the bamboo. These will be made up of five fibers, one a core and the other four wound around. This makes a very light pole of great strength.

As soon as the new aeroplane is constructed two men from the main office of the Curtiss-Herring company will be sent over from New York to try out both machines. These first flights will take place within the next three weeks at Marblehead or at Chebacco lake.

1909 December 31 (Fri) Wheeling (W. Va.) Register, p.

THE COUNTRYSIDE IS AWAKENED BY GIANT METEORS / Startling Phenomenon Lighted the Heavens for Miles Around Triadelphia Town. /

The residents of Triadelphia and vicinity were somewhat startled shortly before 10 o'clock last night by the appearance of three giant meteors, all descending to the earth simultaneously and with great velocity. According to members of the family of Joseph Green, the meteors were first seen at apparently thousands of feet in the air, and

as they swiftly came earthward the heavens were brilliantly lighted for miles around. It was stated that some of the residents of the vicinity declared that the meteoric shower, confined as it was to three parts of apparently equal size and close together, was the visitation of a comet. This supposition was strengthened when it was learned that the meteors made a loud report and a jarring sound when they hit the earth.

According to many scientists on the subject, a comet is but a meteor, and in this some of the persons who witnessed the meteoric display last night were fairly right, after all. According to Rev. Irl R. Hicks, meteoric showers are frequent in cold weather.

1909 December 31 (Fri) Worcester, Mass., Evening Gazette, p. 1.

AIRSHIP ON MORGAN'S FARM SKY PILOTS' LATEST DOPE / Tillinghast Reported to Be Directing Construction with Backing of Paul B. Morgan.

A new idea airship is now being constructed on the Charles H. Morgan farm in Boylston, where the Carl Ostergren flying machine met with disaster during the trial last spring, and the work is being directed by Wallace E. Tillinghast, according to the latest story to be circulated by the local sky pilots.

It is reported that Mr. Tillinghast is being backed by Paul B. Morgan and that the work is being done in the barn where the old Ostergren machine was stored in Boylston preparatory to its trial flights. The stories also have it that Mr. Ostergren is also working on the proposed new machine.

In response to a recent request from Charles J. Glidden, president of the New England Aero club, J. Walter Flagg, the Worcester balloonist has been trying to get some inside information, and he has had talks with Mr. Tillinghast, who declared that he has something that will make the people take notice when he gets ready to show it.

What is considered to be reliable sources of information is authority for the statement that when the old airship was removed the job was done by Prentice Bros. acting under orders from Mr. Tillinghast, and that he has kept up his interest since that time.

[Cartoon: It's easier than lying! Ananias jumps Mt. Ranier holding hot air balloons, while Baron Munchhausen flies with triplane devices in his hands—the Essex transcontinental hot air race stretches from Worcester to Tacoma.]

1910

1910 January 1 (Sat) Hartford (Conn) Daily Courant, p. 14.

Winstead Gets Shower of Airship Handbills. / Then Message from Tillinghast Turns Out to Be Joke. / (Special to The Essex Courant.)

A shower of hand bills bearing the inscription "January 1, 1910, on my way to New York," and signed "Tillinghast," falling apparently from the heavens just as what appeared to be the mysterious Worcester airship appeared over the borough, caused a wave of excitement here this evening and incidentally kept many persons gazing skyward for some time. It finally leaked out, however, that the airship was a New Year's joke perpetrated by Warden Edwin Hitchcock and a few friends.

The airship, a large fire balloon, purchased at a local drug store was sent up from the top of Mr. Hitchcock's block on Main street while the supposed messages from Tillinghast were gotten up by a local printer and were scattered from the top of other blocks by friends of the warden.

1910 January 2 (Sun) Springfield Republican, p. 6. (eds)

People continue to see things in the air. That mysterious airship which had all Worcester county by the ears and eyes a while ago, and eastern Massachusetts later, has appeared in New Hampshire and West Virginia almost simultaneously. It was observed by "reputable citizens" in the former state, who saw lights and a framework and heard voices; and in West Virginia it moved with great rapidity with lights like blazing meteors:—

As stars with trains of fire and dews of blood, / Disasters in the sun.

These must, indeed, be times sorely troublesome to the human imagination, but not as they were "a little ere the mightiest Julius fell," or as a thousand and more years later when all Europe began to see signs of the world's end, precurSED by "fierce events." What taxes the human mind today is not an ignorant supernaturalism, but such rapidity in achievements for the industry of the powers of the earth and all as to make the natural appear as fairly supernatural in its possibilities. The past year's developments in air navigation, attended also by the sudden extension of human knowledge to embrace conditions obtaining at the northern pole of the earth, have no doubt brought the popular mind under no little strain and made it more susceptible than common to seeing phantoms in the air if not ghosts on the earth.

1910 January 4 (Tues) Hartford (Conn.) Daily Times, p. 2.

Andree

William Irvin, who for 57 years has had charge of the Hudson bay post at Good Hope on the Mackenzie river, is in the city, and he says that one night a light appeared over the country and on the following morning all the Chippewas in the district flocked to the Hudson bay post to tell of the large, mysterious star that had appeared over the heavens so near to their tents.

They said they could hear voices; also that the light was traveling very low. They could see it for several hours after it first came down into view. It is generally believed here that this was Andree's balloon.

ANDREE'S DEATH DUE TO ESKIMO SLAYERS / Missionary Priest Advances New Theory as to His Fate. / TRACE IS FOUND OF BALLOON / Indians Tell of Large White House Which Fell From the Heavens. Danish Government May Send Explorers to Bring Back Relics of the Ill-Fated Explorer.

Prince Albert, Sask., Jan. 4.--That Andree and his companions in their balloon dash to the North Pole may have been slain by Eskimos, is the theory advanced by Rev. Fr. Turquetit, missionary for Northern Saskatchewan and Mackenzie river districts.

Bishop Pascal of the Roman Catholic Church announced yesterday that he had several official dispatches from Fr. Turquetit, telling of the finding of Andree's balloon (900) miles north of here, near Reindeer lake in the Arctic Circle, by the Eskimos and Indians.

This has led to a theory that after all Andree may have reached the pole. The Danish Government talks of sending an expedition to get records, etc., of Andree's trip.

Many are of the opinion that the large white house covered with ropes which fell from the heavens, as described by the Indians, is the balloon in which Andree, accompanied by Dr. S.T. Strindberg and Herr Fraenckell, sailed when they left in quest of the Pole over 12 years ago.

Fr. Turquetit speaks Cree, Chippeva and Blackfoot fluently and readily understands the Eskimo language. He is stationed in the Far North. At Reindeer lake, a settlement which is almost entirely inhabited by Chippeva Indians and within about six days' travel by dog sleigh from Reindeer lake, or seven days' travelling in a northerly direction from Fort Churchill, is the Eskimo land.

The missionary was very anxious to visit this new territory and to learn something of the customs of the Eskimos and the superstitions of the Indians tribes. A number of Chippeva Indians offered to accompany him and the trip was made, the district being reached after about eight days travelling.

He carried a small revolver and by this weapon he first received information of white men having before visited the country. The natives were greatly interested in the weapon and examined it closely.

"That looks like the thing that white man had," said one of the Eskimos in his own language to his companion.

"What white man?" inquired Fr. Turquetit. The Indians hadded back the gun and drew away without saying anything. They refused to speak of the white man and appeared superstitious about their new visitors, but the Chippevas again talked with them and found out what they could.

They were told that "a white house had fallen from the sky, that it was covered with ropes and that three were in it." The Eskimos also told where the house had fallen, adding that the men who were hungry had died shortly after their arrival. The Eskimos said they had used the ropes and were still using them in padding their canoes and fixing their tents.

All the time they appeared to be hiding something and were not at all anxious to speak of their former visitors. Fr. Turquetit, in relating his story, said that he was of the opinion that the white men had shot some deer or other animals after they had arrived, and the Indians, becoming angry, killed them.

William Irvin, who for 57 years has had charge of the Hudson Bay post at Good Hope on the Mackenzie river, is in the city, and he says that one night a light appeared over the country and on the following morning all the Chippevas in the district flocked into the Hudson Bay post to tell of the large mysterious star that had passed over the heavens so near to their tents.

"They said they could hear voices; also that the light was traveling very low. They could see it for several hours after it first came into view. It is generally believed here that this was Andree's balloon.

It is well known that the Eskimos to the north of here have a quantity of ropes and they will not explain how they came by them. They admit they have other relics from the same source which are carefully hidden away.

The Danish Consul at Montreal telegraphed to this city several times yesterday in regard to sending out an expedition to bring back the remnants of the explorers and it is said the Danish Government has agreed by cable to pay all the expenses of such a trip and provide men to take charge who are well versed in northern exploration.

1910 January 7 (Fri) Willimantic (Conn) Daily Chronicle, p. 1.

"SEEING THINGS O' NIGHTS." / This Time It Was a Chain of Lights, High up in the Inky Sky, and Not a Star in Sight.

Several persons who were out very late last night report a most unusual sight in the heavens. It was what appeared to be a chain of lights that were stationary and became very bright at times, while at other times they were very dim. Policeman Hanley and Manager Gray of the Opera House saw the strange lights and they stood on Main street, in front of Mr. Gray's house, and watched the lights for about ten minutes, this being about 1 o'clock this morning. Mr. Gray says the lights resembled electric lights and the chain of them looked to be about fifty feet long. They were high up, directly above the Kimbel building, and except for these lights it was inky black in the sky at the time; rain was falling and there was not a star in sight.

Perhaps it was a comet, or an airship stopped for repairs that Messrs. Hanley and Gray saw, or perhaps the strange effect was produced by a mirage; certainly they saw something most unusual and neither one of them had imbibed anything that would make it easy for them to "see things."

1910 January 8 (Sat) Hartford (Conn.) Courant, p. 1.

WILLIMANTIC MEN SEE THINGS AGAIN. / Perhaps 'Twas an Airship Hung Up for Repairs. / (Special to The Courant.) / Willimantic, Jan. 7.

Willimantic people have been "seeing things" again. Manager John H. Gray of Loomer Opera House and Policeman John Hanley reported today that about 1 o'clock this morning, while they were standing in front of Mr. Gray's residence on Main street, there appeared to them from out of the black sky something that resembled a chain of electric lights hitched together with a strand of fire. It was raining at the time and there was not a star in sight.

The lights appeared to be up very high and Mr. Gray says that as near as he could judge they formed a chain about fifty feet long. They were directly over the Kimbel building, and would become very bright at intervals, remaining quite dim the rest of the time. Mr. Gray says that what he saw may have been an airship stopped for repairs, or it may have been a comet. Whatever it was, he is quite sure he saw it and he was very much in earnest when telling about the wonderful sight. He declared that he and Patrolman Hanley stood and watched it for ten minutes.

1910 January 10 (Mon) Rutland (Vt) Daily Herald, p. 4.

THE INEVITABLE AIRSHIP.

The expected has occurred, the inevitable has come to pass. Rutland county has seen the airship. The report comes, not from a lady getting off a car backwards or from some person looking through a moistened glass, but from Mr. R.W. Tyler, a sober and serious citizen of East Poutney, whose plain, unvarnished tale is as follows:--

Have read with interest two articles in your paper about the balloon or airship that started from Rutland, also about the mysterious light in the heavens near or about Worcester. Should like to enquire through your paper if any one has seen a strange light in the sky in this vicinity. Mrs. Tyler called my attention to a bright light in the sky this evening about 7:30. First it looked like a very bright star. After watching it seemed to move along. Looking through a telescope, it was plain to be seen that it was no star, but a curious machine of some kind. Would be interested to know if any one else saw it and what it was.

The date of the letter is Jan. 6th., and the Herald gladly gives it publication. Whether it was an airship, the result of "retinal accommodation," or an emanation of the sub-conscious mind, the constant recurrence of these stories is certainly very peculiar.

Is it possible that some aerial traveller is braving these brisk zero temperatures for the purpose of trying-out an airship? Is Tillinghaast actually demonstrating his epoch-making flyer in the first weeks of 1910, as he promised, or is the extraordinary brilliancy of Venus, assisted by a prefixed impression of the mind, misleading all these good people?

Frankly and seriously, the Herald would greatly like to know if any other observer saw this "great light" in the frosty heavens last Thursday evening about 7:30, that Mr. Tyler so circumstantially describes.

1910 January 11 (Th) Daily Times (Chattanooga), p. 7.

Airship in the Air / Many See Strange Craft Pass Over Chattanooga.

An unknown aircraft passed over Chattanooga yesterday morning about 9:30 o'clock, proceeding in a northeasterly direction and in a straight course, as if on a long journey. The unusual sight was witnessed by many people in this city. Starting point or destination of the mysterious aerial craft is not known.

Some who saw it described the vessel as cigar-shaped, which would indicate that it was a dirigible balloon. These people say they did not see it through rings of cigar smoke, either, and that they were not victims of a pipe dream.

The airship seen yesterday above the city is thought to be at least the second to pass over this region within a few weeks. Some Chattanoogaers saw a strange object in the sky recently and strongly leaned to the opinion that it, like the unknown visitor of yesterday, was an aerial machine.

1910 January 13 (Th eve) Nashville Banner, p. 9.

AIRSHIP PASSES ALMOST DIRECTLY OVER HUNTSVILLE / Special to the Banner.

Huntsville, Ala., Jan. 12.--An unknown airship passed almost directly over Huntsville yesterday afternoon, coming from the southwest and continuing its course on a straight line to the northeast. The craft appeared to be making a long journey and it passed in its course without making any signal or other demonstration and so swiftly did it move that it was out of sight before the crowds in the street could provide themselves with glasses. Those who saw the craft say it was too high for them to distinguish whether it was an aeroplane, an airship or a dirigible balloon. The craft was not traveling with the breeze that was blowing on the surface of the earth because the breeze on the surface was coming from the west. The speed appeared to be greater than any wind short of a hurricane.

14/8 Some Chattanoogaers have seen a strange object hovering over their city. It is said to have looked like a balloon, or maybe like a whale. / 14, 13--mention of 3rd passage of arsp over Chatta.

1910 January 14 (Fri) Daily Times (Chattanooga), p. 6.

Another Airship Flying / Wonder If Aviator Has Sinister Designs Upon Chattanooga Territory.

Another flying machine, or perhaps the same one, was seen to pass over the city yesterday. Those who saw it said it came from the southwest, and after maneuvering around, sailed away toward the north, keeping parallel with Walden's ridge. From all that can be learned of the craft, it appeared to be a dirigible balloon similar to that one which passed over this section Wednesday morning. Many think it is the same one, and are at a loss to account for its visitations. Some are inclined to think that the mysterious airship is the craft

of a sky pirate who has sinister designs upon Chattanooga. At any rate, the aeronautically inclined gentleman who is hovering so mysteriously over the city is causing a great many people to sit up and think.

Sun. Jan 14 p.6--Knoxville is also seeing airships. Still they say prohibition prohibits up there.

p. 21--Cartoon: The Aeriptor: "Pardon--My Mistake" (Man in flying machine crashes through window where man is shaving.)

Paulhan, Curtis set records at LA aviation meet.
Jan. 19p2--New comet brighter than Venus
20p1--Zeppelin planning Hamburg-London passenger service.

Tues Dec 28 '09, p.8--No Flight in Airship to Mt. Ranier Summit.
SEATTLE, Wash., Dec. 27.--Careful investigation fails to disclose the slightest ground for the widely publicized report of a flight to the summit of Mt. Ranier by Reginald Wetherby, an aeroplane. No person of that name is known in Spanawa, where "Wetherby" is alleged to have perfected the machine.

Dec. 29--Santa Claus arrived in an airship.
1910 January 15 (Sat) Knoxville Journal, p. 7.

Positive That They Saw an Airship.
Several well known citizens are positive in assertion of the belief that a large airship passed over the city last night shortly before 7 o'clock, bound in a southerly direction. Two gentlemen who declare they saw the airship were on Summit hill at the time and claim that its outlines were fairly distinct, that sparks could be seen from its motors and that the hum of the machinery could be heard. The airship appeared to them to be a dirigible balloon, and may be the same one which has been seen several times of late in the vicinity of Chattanooga.

1910 January 17 (Mon) Chattanooga Daily Times, p. (card 1)

"AIRSHIP" IS CAPTURED / It Alighted Yesterday in the Ninth Ward. / 'SQUIRE BASS AND OTHERS PERPETRATED THE JOKE / With Other Small Boys He Fooled People for Whole Week--Nothing But Paper Balloons Sent Skyward for Fun.

Airships, aeroplanes, dirigible balloons, biplanes and aerial craft of all kinds must take a tumble in the minds of Chattanoogaans for the time being. Those things in the sky which thousands of people in this city and vicinity have been accepting as the real, genuine all-wood and a yard wide airship were not real airships at all. They were no more than toys sent up as a practical joke. The perpetrator was 'Squire Ed Bass and some more of the small boys out in South Chattanooga.

The 'squire and a very few others who must have been "on" have had lots of fun. The gullibles whose name is legion, may have enjoyed the stunt, but just how much they will appreciate the humor of the situation now remaineth to be seen. It will depend largely on the temperament of the victim. A joke's a joke, but when the victim gets wise the effect is more or less doubtful. Doubtless the joking 'squire's ears will burn with an exceeding warmth today, because of the many he so thoroughly fooled there will be some to express themselves plainly, forgetting the Sunday school lesson yesterday.

Murder will out, doncherknow, and other matters not as serious do not always remain a mystery. The cat has scratched and chewed her way clean out of the bag of the dirigible balloon business. Truth once more reigns supreme and sits at the tiller of the aeroplane, having ousted the spirit of humor and falsity which has been steering the airships all over the sky in the region roundabout Chattanooga. The cat got out of the bag and the genius at the steering gear gave way to the truth yesterday when a cigar-shaped paper balloon, some fifteen feet long and four feet through, at the maximum, alighted calmly, peacefully without shame or embarrassment, in the neighborhood of the Ninth ward fire hall.

It was not long before the presence of the strange object was discovered by the natives, and they began to congregate.

There was much interest and amusement manifested, coupled with a certain form of admiration of whoever it was who had succeeded in fooling the people for so long. For it was very apparent that in the collapsed paper structure lay the secret of the airships which had been seen over the city.

Now, the good people of Highland Park who saw the paper balloon and realized its significance did not know who was back of the joke. Even before this discovery in Highland Park The Times had learned the identity of the juveniles who perpetrated the joke and was preparing to inform its readers on the subject. Then word came that the inevitable Ninth ward had come again to the fore and had material evidence of the nature of the airships which have been causing so much commotion and talk for the last few days.

My, what people in a dry town will see, and, seeing, what mountains they will make out of mole hills that come into their line of vision. Chattanooga can console itself in the knowledge that other towns, dry like Chattanooga, have been victimized lately in the matter of sky-craft. Dry Knoxville has been a seein' airships lately. Dry Huntsville has been peering aloft to the detriment of its necks and collars at strange craft in the big dome.

Amid the commotion caused by the frequent appearance of what seemed to be an airship with a strong liking for this vicinity, 'Squire Bass and his fellow conspirators have been saying nothing and laughing up their sleeves at the mystification of their townspeople: Like Mr. Hyde, they have stood around among the wondering victims and hearing accounts of their Dr. Jekyll doings.

'Squire Bass, arch-conspirator of them all, perhaps had the biggest share of amusement in this way. It was no unusual thing for him to hear people describe the airship in the minutest detail. His amusement

was in their gullibleness, and the power of their optics. Some of them declared that the craft was a biplane and that they could plainly discern the man at the steering gear, and even hear the chug-chug of the machinery.

That so many people were successfully deceived by the toy balloon was due to optical delusion. Tricks which the eye will play in certain circumstances are certainly delusions and snares.

In reality a 14-foot affair, the little balloon, perhaps a few hundred feet high, looked like a monster affair. And, then, too, like looking at the Pelades, the more one looked the more there was to see. The man in the rigging, and other details described by some were natural consequences.

'Squire Bass' joke was simply that and nothing more—a practical joke. It has been the opinion of many that the alleged airship, or whatever it was, would resolve itself finally into some sort of an advertising didge. But the worthy 'squire has no brand of soap, panacea, cigar or breakfast food to hoist upon a purchasing public, so far as known. The craft which abided into the camp of the Wiggles Highland Parkers yesterday bore no advertisement. It was very inconsiderate of that balloon to land in an enlightened community like Highland Park, anyway. Had it gone further the 'squire's joke might have lasted longer. But in the midst of thousands of wide-awake and strenuous folk it could only result in the discovery and limelight. It was a case of "If we're discovered we're lost," as 'Squire Bass may have said.

'Squire Bass' balloon was not made lighter than air by the use of hot air about the prison commissioner's job, either. The balloon which landed among the Parkers owed its powers of navigation to the gases arising from a bunch of waste soaked in some liquid, presumably gasoline, kerosene, benzine, or some other old sene, and ignited.

By perpetrating such a joke upon an unsuspecting public, especially as the joke was so successful, 'Squire Bass lays himself open to a variety of more or less succulent and pithy flings. Any time today it will be pertinent to eject sarcasm and hitting sentences about the airship man. There will be some to say that he was trying to get high enough up to get his grasp on the prison commissioner plum. Others may hint that he was looking around for more love-smiten couples in order that he might join their two lives in one, and get a nice fee.

The balloons of the Bass persuasion were sent up from the rear of Stong's drug store, Main street. The forests, mountains and streams of the vicinity could probably divulge the landing place of the others, the ones turned loose before that which opened the Ninth warders' eyes.

1910 January 17 (Mon) Nashville American, p. 2.

Airship Carrying a Light / Passes Over Paragould, Ark. Arkansas, at Night, Apparently Under Perfect Control.

PARAGOULD, Ark., January 16.--A large airship carrying three or four passengers and a powerful headlight of some sort, passed over Paragould early last evening, appearing from the north and headed south. The airship was about 1800 feet high. Thousands saw the air craft, which appeared to pause while passing over the south part of the city and to circle about. The airship, to all appearances, was a dirigible balloon and under perfect control. No signals were given out from the ship. It carried a brilliant light. Memphis Commercial Appeal

1910 January 19 (Wed) Daily Arkansas Democrat (Little Rock), p. 9.

AIRSHIPS WERE TOYS / Mischievous Boy Started Story of Balloons and Imagination Did the Rest.

Paragould, Jan. 19.--(Special.)--The story sent out from here Sunday to the effect that a large airship was sighted passing over this city Saturday and purporting to give a minute description of the craft and the number of occupants in it is a hoax pure and simple. A mischievous young Paragouldian who had several toy balloons left over from the holidays, sent one of them up Saturday night and then came down town and started the airship story and had hundreds of people straining their necks looking at a dim object somewhere in the heavens. Their imaginations got busy and they thought they saw people in it and were even able to tell the dimensions of the alleged airship and the color of the paint.

The publication of the story did nothing more than to create a hearty laugh.

1910 January 19 (Wed) Boston Herald, p. 1x 14.

TILLINGHAST PAYS VISIT TO BEVERLY / Worcester Man Who Told of Night Aeroplane Flight Looks for Plant in Which to Build His Motor.

Wallace F. (sic) Tillinghast of Worcester, the man who startled the country with his story of making a night aeroplane flight from Worcester to New York, was in Beverly yesterday, looking for a plant to manufacture a 45-horsepower, six-cylinder motor of his own design.

He was in consultation with an automobile building firm, and it is probable the Tillinghast motor aeroplane will be built in Beverly. Mr. Tillinghast visited Ryday Side and looked over several fields, which will be used for a tryout of the machine.

The Herring-Curtiss aeroplane, which is being built at the Burgess yards at Marblehead, will be tried out at Chebacco pond within a few weeks. The accents will be made by Augustus Herring and W. Starling Burgess.

1910 January 19 (Wed) Hartford (Conn) Daily Times, p. 9. (card 1)

FAIR HAVEN SEES PHANTOM AIRSHIP. / People Watch Strange Lights From the Drawbridge Over Quinnipiac River. / ASTRONOMER HAS SOLUTION.

Fair Haven, January 19.--Mysterious and insolvable as have appeared the wild tales of a phantom cloud-craft of the night, which have kept the entire state of Connecticut in a state of excitement for weeks, it now appears that if the belief of an astronomer of considerable repute who lives here, is not mistaken, the story of the apparitions may soon be stamped a hoax as curious as the state has ever known.

The explanation of the mystery as advanced by this man, who with-

holds his name from publication until he has carried his investigations further, lies in the simple fact that Sirius, the Dog Star, rises at 6:15 in the evening and Venus sets at 7:53 these evenings. The manner of his discovery of this possible solution of the whole problem is found in the account of the deception of a number of Fair Haven people by these tricky heavenly bodies Sunday evening.

The astronomer was crossing the Quinnipiac river, when he encountered a small crowd of residents of the village pointing excitedly off to the southwest in the direction of Lake Saltonstall. There, not far above the blackly vague horizon, to all appearances, hung the bobbing lights of the ghost-ship, flickering faintly and giving forth the semblance of a headlight and the side arcs of such a craft as has been described in all of the varied and strange tales which have originated at different points in Connecticut, since the claim of a Worcester man, that he was scouring the ethereal regions in an airship, and since the many queer sights of this kind observed by reliable witnesses.

But the man who knows something of the heavens at long range and who doesn't pretend to be so intimately acquainted with the celestial regions as the Worcester man, saw right away what was affecting the vision of the Fair Haven folk, who stood wonder-struck upon the bridge gazing at the oft-heard of sight. As a matter of fact he knows the habits and the wanderings of the Dog Star so well that the consteller canine could not lose him for a minute. He perceived that the "airship" was nothing save frisky old Sirius cavorting about near the skyline. It is a well known fact among astronomical observers, he exclaimed, that the Dog Star at certain periods and under certain atmospheric conditions seems to hang very low and to be magnified in size so that it looks to be quite close. This is just what happened Sunday night, he declares, and he further believes that perhaps the entire commonwealth has been fooled in just the same manner though possible with different stars. For, as stated, Venus, too, sometimes takes on an unnatural aspect. But the Dog Star more than any other may be mistaken for some xxxvixx traverser of the upper atmosphere.

When the astronomer went to his home in Fair Haven Heights Sunday night he soon received a telephone call from an acquaintance in another part of the town, inquiring about the airship. Upon request he took another look at the lights and became still further convinced that the formidable array which had the appearance of a ship was only the Dog Star Sirius in his antics, possible in conjunction with another star or two.

1910 January 22 (Sat afternoon) Birmingham (Ala) News, p. 1.

Eutaw Sees an Airship; Flies Over the Town. / Special to the Birmingham News.

EUTAW, Ala., Jan. 22.--For the first time in its history Eutaw was given the opportunity of witnessing a real airship in flight Friday morning. As the town was just awakening from sleep, with a few early risers already out, the inhabitants were disturbed by the peculiar chug-chug of a motor in the heavens just overhead, and those who were fortunate enough to be out or could get out in time, saw a big dirigible aircraft flying about 100 feet high, just above the roofs of the houses, pursuing an easterly course. The ship was coming from the west, with the wind, knocking off the miles at a lively clip. It could not be seen how many persons were aboard. It is not known where the ship started from nor for what point it was bound.

The strange inhabitant of the skies was seen by two or three responsible parties of the town, who vouch for its genuineness.

1910 January 24 (Mon) Berkshire Evening Eagle (Pittsfield, Mass) p2

MANY THOUGHT THE DAYLIGHT COMET AN AIRSHIP / Spectacle in Southwestern Heavens Visible to This City Early Last Evening.

The new Innes comet was plainly visible to Pittsfield for some time in the southwestern heavens between 6 and 7 o'clock last evening. A large number of people about the city stopped to view the sight. On West street many people stood for some little time in their shirt sleeves to witness the spectacle.

The comet is known as the Daylight comet. It was discovered in South Africa by an astronomer and it was at first thought that it was a new star. It did not take long, however, to determine that it was a comet. The astronomer communicated with London and that place was surprised to see it. This is the first time in years that a comet has been visible in daylight and it can be seen just about sunset far down in the southwestern sky if one looks sharply. Immediately after sunset the comet is the plainest. The tail, which is visible is about 12 times as long as the width of the moon and astronomers are now trying to find out what comet it is and when it was seen before. There are now about 600 comets in the space surrounding the earth. Halley's Comet is now attracting special attention and is barely visible to the naked eye. It is traveling now at a rate of 2,000,000 miles a day and in about one month will be quite bright. During April it will be the most prominent. The astronomers are able to determine the path of the comets with as much accuracy as the path of the moon and so accurate are their calculations that they claim that there is no danger of any of them coming anywhere near the earth. Halley's comet, at its nearest point, will be 7,000,000 miles away from the earth.

Many local people who saw the comet last night were wondering for a time what it really was. The first reports were that an airship was in the western part of the city. The tail of the comet was mistaken for the searchlight of an air craft and it was thought that the Worcester airship was in this section. Then it was said that it was Halley's comet but the latter is not due to the naked eye just yet.

The comet was visible before last evening but last night it was unusually bright. This evening if the sky is clear the comet should be visible to the naked eye. How long it will continue to be visible to the inhabitants of the earth the astronomers have not yet determined.

1910 July 13 (Wed) Providence Daily Journal, p. 1.

"Phantom" Airship a Reality. / Secretary of Worcester Board of Trade Sees Tillinghast Machine.

Worcester, Mass., July 12.--The phantom airship, which attracted so much attention last winter at scattered localities between Boston and New York, seems to have a certain tangible substance, according to Arthur M. Davidson, Secretary of the Worcester Board of Trade.

The airship was reported to have been seen last winter at many places in the vicinity of Worcester, as well as over Boston, Long Island Sound and New York.

Secretary Davidson said he paid a visit yesterday to the secret workshop of inventor Tillinghast, the airship's builder, and that he was shown the airship, which he describes as a monoplane.

Secretary Davidson did not see the airship make a flight, but he expressed the belief that it could fly.

1910 August 4 (Th) Sydney Morning Herald, p. 6.

MYSTERIOUS LIGHTS. / SEEN FROM STEAMER'S DECK. / PUZZLED SEAFARER. / ADELAIDE, Wednesday.

Captain Neilson, of the coastal steamer Wookata, the second engineer, Mr. S. Arnold, and helmsman, Mr. G. Hudd, are at a complete loss to explain the meaning of curious lights which they witnessed when the vessel was passing Althorpe Island on the way to Port Adelaide early the other morning. "Bright lights as distinct as masthead light of a steamer, but high up in air," were observed by the trio, and a strange thing was that they circled around the Wookata in a tantalizing way. "It was about 3 o'clock," says Captain Neilson, "that the helmsman said, 'Do you see those lights flying about?' I replied, 'Yes, there are a great many more lights about than I have ever seen here.' Just then I saw a mysterious light off Cape Spencer which disappeared as suddenly as it came into view. Presently the helmsman said, 'It is strange, but I have seen lights on the port side.' I stepped inside the wheelhouse, and on coming out again saw two lights just over the starboard bow, no distance away, but high up. They seemed to pass us. They were as bright as our masthead lights, and as far as I could judge, were 200 or 300 yards distant. The lights appeared to be 10 yards apart, one a little above the other. I could not make it out. I said to the man at the wheel, 'Did you see that?' He answered, 'Yes, they are like German airships flying about.' I did not know what to think. I feel sure I saw something unusual--something which in my 45 years' experience at sea I had never observed before."

The second engineer also declared he saw the STRANGE LIGHTS. 1910 August 19 (Fri) London Times, p. 6d.

REPORTED EXPLOSION OF A BALLOON.

A somewhat mysterious disappearance of a balloon is reported from Dessau. A number of labourers who were employed in the forest to the east of the town state that while at work yesterday evening they observed a balloon which was passing some distance away suddenly burst into flames and the car fell into the forest. They at once informed the Chief Forester of the occurrence and a search on a large scale was organized. According to telegrams from Dessau this afternoon no trace of the balloon has yet been found. This may, however, be explained by the fact that the forest is of very large extent. But since the various aeronautical societies of whom inquiries have been made state that none of their balloons is missing, the explanation has been put forward that the supposed balloon was nothing more than a large toy balloon filled with hot air heated by burning kerosene spirit.

1910 August 31 (Wed) New York Tribune, p. 1

FLIES TO MADISON SQUARE / Unknown Aviator Circles Tower, Makes Dips, Then Departs.

A biplane visited Madison Square last night. It came from somewhere in the east, and when its little social diversion was over disappeared in the direction whence it came.

It was heard before it was seen. The whirring sound of a motor high in the air caused many necks to be craned toward the Metropolitan tower at 8:45 o'clock when a long black object was seen flying through the air toward the tower. The vague bulk, as it came into nearer view took on the semblance of a biplane. It swung past the tower, then turned and described one graceful circle after another around the illuminated structure, its outlines standing out clear in the lights from many windows.

Round and round it circled, until the observers lost count, and then it swerved slightly toward the northwest and disappeared for a moment over the roof of the Flatiron Building, only to come into view xxx once more to the west of the building.

It returned to Madison Square and hovered over the little park, swinging in a long, beautiful curve, until it had circled it, and then began a series of "swooping" circles, a la Hamilton, and dipped down so that it seemed to brush the tops of the trees.

Soon afterward it disappeared. 1910 September 18 (Sun) Providence Sunday Journal, p. 2. (cont 1)

SEEKONK SKY GAZERS SPY STRANGE AIRSHIP / Sure It Was Large Craft, Cigar Shaped and Flying High. / OTHER DATA ARE CONFUSING / May Have Been Grand Trunk Survey Party Trying to Get Over New Haven Road, or River Odor Investigators, or Perhaps Lost Warren Ball Team.

A cigar-shaped airship was seen by several voracious Seekonk residents about 4:35 yesterday afternoon flying south southeast, about over the State and town line that divides Seekonk and East Providence.

The witnesses of the sky cruiser were sure that the thing was very high, and although no larger than a toy, as seen from the earth, was still so high that it could not have been seen at all if it had been a toy.

Several others in the town agreed to the general proposition that the ship was there or thereabouts. Details related depended considerably on the accuracy of observation or relation of the beholders. Efforts to obtain by telephone some information of the cloud scalar's appearance in towns further south were rewarded by reports more amusing than satisfying.

JULES VERNE OUTDONE.

Taking all the evidence thus obtained and putting it together in a composite mental view of the airship produced a craft rather more fantastic in appearance and eccentric in conduct than anything that Jules Verne ever conceived.

It was tolerably certain that the aerial auto was as high as the price of living; about twice as long as "from here to that gap in the fence;" that it closely resembled "one of these what-yer-call-its, moneyplane, an airyplane, or a digable balloon; that its nose was panted straight for Poppasquaah," North Swansea, Annawomscutt, New York or New Orleans, and that as to speed it beat the electric express passenger train for Fall River only because the express stopped at [48] flag stations in 2 1/2 miles.

Telephonic inquiry of an oyster concern in Warren brought a reply from a waterfront habitue evidently of the vintage of 1840, whose sky gazing in his youth had been directed to observing how the main to 'ga' ne'l was drawing. This veteran repeated the question: "What did yer say? That air ship? Well, that 'ere ship about 4:30 was the Polly going down river with oyster shells; leastways that air's the only ship I seen."

BALL TEAM SUSPECTED.

A drug store clerk in the same town answered promptly: "Airship, eh? Our ball team is up in the air to-night, and by gee! I guess that's what struck 'em."

An East Providence man claimed that he recognized the sky pilot in the ship as a Grand Trunk surveyor, and he opined that it indicated another effort to get a location line to tidewater without making a grade crossing of the New Haven road.

The private secretary of the city's Chief Executive would neither confirm nor deny the report that Mayor Fletcher was making an air trip to ascertain how far, in a vertical way, the atmospheric pollution of the Providence river now reaches, but suggested that returning vacation tourists were taking to flight to get away from the Woonasquatucket odor.

Tuesday, Sept. 20, p. 16: AIRSHIP ONLY HOT-AIR BALLOON. / Seekonk Mystery Solved by Report of Children's Entertainment.

The mystery surrounding the appearance of a supposed airship over Seekonk that part of Seekonk near Luther's Corners on Saturday afternoon has been dispelled. Instead of a Wright aeroplane or a Zeppelin dirigible, the cause of all the excitement was an ordinary, paper, hot-air balloon.

Saturday afternoon Mr. and Mrs. Joseph Bridgman entertained a number of the children of St. Mary's Orphanage at their estate on Pleasant street, in East Providence Centre. It is an annual affair for the children, and one to which they look forward with considerable pleasure. Mr. Bridgman, as a part of the entertainment, released several hot-air balloons, and the northwest breeze swept them rapidly out of sight, in a direct line for Luther's Corners, Swansea and Warren. The air was clear and the balloons mounted very high, where some of them assumed a peculiar shape. It was undoubtedly one of these balloons which was seen in Seekonk, and was reported as a strange airship, cigar shaped and moving rapidly.

1910 September 21 (Fri. morn) Buffalo (NY) Express, p. 2.

Balloon Over Lake. / Dunkirk Men Say They Saw Airship Descend at Point Gratiot. / Special. / Buffalo Express.

Dunkirk, Sept. 22.--Engineer Ready of the Dunkirk waterworks says he saw a balloon over Lake Erie, about two miles off Point Gratiot, at 6 o'clock tonight. He watched it for an hour through a strong field glass. It was cigar-shaped with a basket below. He did not distinguish any persons aboard.

The airship seemed to be attempting to reach land, and was slowly descending till at last it suddenly dropped and disappeared behind the trees on Point Gratiot. About twenty other persons watched it at the same time. After it disappeared, Mr. Ready telephoned the police so that assistance could be rendered if necessary, but nothing further could be learned of the balloon.

1910 September 24 (Sat.) p. 2.

Airship Seen by Dunkirk People Was a Large Kite.

Dunkirk, Sept. 23.(Special.)--It developed today that the airship scores of residents thought they saw over the lake yesterday was a large box kite being flown by a young man at Point Gratiot.

In the evening another airship joke developed, due to a swaying light being seen high in the air. It turned out that several boys had sent up a large kite with a small lighted lantern attached.

1910 October 7 (Sun) Providence Journal, 2nd sectn, p. 1.

OBJECT LIKE COMET SEEN. / Luminous Hazy Shape in Sky Puzzles Oakland Beach Observer.

If an Oakland Beach observer may believe his own eyes, both unaided and with the help of marine binocular glasses, a luminous, hazy object, resembling a good-sized comet minus its head, was rushing through the northern sky Friday night about 8 o'clock.

The suspected comet was in the neighborhood of the Great Bear, but whether it was in pursuit or was being pursued could not be determined. The juxtaposition, however, suggested that the Great Bear might have bitten off the comet's head.

If the object was not a comet, then it might have been a detached

shaft of light from the aurora borealis, or a flashlight signal from Dr. Cook, reputed to be in the vicinity of the North Pole.

The object was first seen by the Oakland Beach observer with the unaided eye at 8 o'clock Friday night. At 8:08 it was obscured by clouds. He located it as about 2 degrees west of north and 15 degrees below the Polar Star, or, stated in astronomical terms, east of the constellation Ursa Major, a little nearer Polaris, that constellation's largest star, than the northern horizon, and very near the Lynx group of stars.

The observer telephoned Ladd Observatory, Brown University, Friday night, but at that hour the astronomers, who were taking observations, were unable to pick up the mysterious object. Their suggestion was that a bit of cloud may have caught the light in some way and deceived the Oakland Beach man.

The unidentified light was wasily the most luminous object in the sky and brighter than Halley's comet when that body was visible without a telescope on its first appearance in the early evening in the western sky. Its position was perpendicular, its length about one degree and its width nearly one-eighth of its length. It was not sharply defined, but had the appearance of a light shining through a mist. No head could be distinguished, and it was of uniform size its entire length.

No greater detail could be made out when viewed through marine binoculars than when seen with the naked eye.

1910 October 30 (Sun) Providence Journal, p. 1.

(card 1)

AVIATORS SEEN HIGH UP IN AIR NEAR CITY / Birdmen in Frolic Over East Providence at Early Hour. / THEIR IDENTITY NOT KNOWN / Aerial Machines Reported from Several Points "Resemble Pumpkins."--May Have Been Aviators from Belmont Park on Unheralded Journey Across Rhode Island.

Daring birdmen in a supposed race of two or more ships through cloudland, with one of the aviators doing all sorts of aerial stunts, were seen by a favored few early risers and late retires who looked skyward from this city about 5:30 yesterday morning.

With the leading sky pilot cutting pigeon wings, looping aerial loops, circling and diving like birds and generally doing skylark stunts, but all the time making progress toward the southeast, the two air craft passed at a high rate of speed and at a great altitude over the city's eastern suburbs in the direction of Riverside, and appeared to have passed over this city.

About half a score of newspaper workers, comprising mailers, whose trick in the Journal Office had just ended, or route carriers, whose trips had just begun, were passing through Dorrance street when one espied an object apparently "straight over" the Hanigan building, evidently an airship of some description. He called the attention of the others to the object and had no sooner done so than a second flying machine hove in sight, in pursuit of the first. When the leader began to describe fancy figures the interest of the skygazers became intense.

As their view was circumscribed by the proximity of high buildings, the party ran for the open space and higher elevation in front of the Union station, and from that point of vantage watched the two aviators for 20 minutes or longer.

THIRD AIRSHIP SEEN.

An hour or more later a third aerial traveller was sighted in East Providence in the direction in which the earlier two had disappeared, which gave strength to the theory that a night race by birdmen had been undertaken.

The two aviators sighted by the newspaper workers apparently were racing. One had a good lead over the other, and so sure was he, it appeared, that he could maintain the lead that he caused his craft to swerve in huge semi-circles and then return to long, straight-ahead dashes, to be varied a moment later by more circling. If the man at the helm of No. 1 airship did not feel like a bird he certainly was a good actor.

The second ship held on practically a straight course. At first the spectators in front of Union station, watching the leader, thought that he was tacking to get favoring currents of air, but as the second machine kept steadily on a straight course the conclusion finally was that the leader was feeling frolicsome and was bound to show his competition that he could play tricks and still have time left in which to beat him in a speed contest.

RESEMBLED PUMPKIN.

None of the spectators being well posted on the different types of airships, they were not agreed as to what class to place the two aerial cruisers in. One of the Journal men declares that the craft resembled a pumpkin in the air, but he realizes that probably he was getting a rear end view, as they were moving away from him.

The ships were plainly at a great height and only slowly lowered toward the horizon as they passed to the southeast on a course that would lead toward Fall River.

Early risers on Beacon avenue saw the two airships, and persons on Broad street saw one, which was too far off to be distinguished as to kind. Both of these parties said the airships were over Riverside when first seen.

It was with great regret that the spectators at the Union station saw the two navigators of the skies disappear, because the manoeuvres were getting interesting. The head navigator was so frisky and appeared so sure of being able to hold his lead, however, that there were no takers for wagers offered on his success.

SEES LAGGARD, PERHAPS.

Patrolman Burgess of the East Providence police, reports that about 7 o'clock yesterday morning he saw what appeared to him to be a hot-air balloon coursing over the town. The difference in time precludes the likelihood that he saw either of the two airships seen by the Providence party, but the fact suggests whether there was not a flight of at least three airships from some common point, all bound in the same

direction, and whether the East Providence policeman did not see a large ship in the great race above the clouds.

Patrolman Burgess was on the high land on Taunton avenue when he saw the supposed air balloon and reports that it was sailing across the town to the southward in the direction of Riverside. If this is correct the object seen was pursuing a course approximately the same as the two earlier airships. The patrolman reported the facts at the station, but for obvious reasons did not undertake to arrest the air-tramp, although it was plain to the most casual observer that the traveller was without visible means of support.

As few of the people of Providence are familiar with the rules of the cloudland game, it is not known whether the 7 o'clock birdman fell behind the distance flag. Had it been realized, however, that more than the first two seen were in the race, the party of Union station spectators would not have broken up so soon, for what they saw had all the elements of good sport in it, and they would have remained to cheer the "also fliers" if they had been knowing to the true situation.

FROM BELMONT PARK, PERHAPS.

No flights or races which would take birdmen in a course over this city have been reported, and there is no idea as to what could have been the identity of the early morning flyers. The only aviation meet on the East now is that at Belmont Park. It is thought that some of the birdmen from that place may have soared up across Rhode Island in an unheralded flight.

According to some of those who report having seen the aeroplanes over Riverside yesterday morning, one was larger than the other, and both were apparently biplanes. The sky was very clear at the time, and in spite of the fact that the aeroplanes were a long distance off, they say, it was discernible that there were no dirigibles attached.

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1912 November 22 (Fri) Times (London), p. 8.

The Alleged Visit of a Foreign Airship.

Mr. Churchill stated yesterday, in reply to Mr. Joynson-Hicks, that he had caused inquiries to be made and had ascertained that an unknown aircraft was heard over Sheerness about 7 p.m. on the evening of October 14. Flares were lighted at Eastchurch, but the aircraft did not make a landing. There is nothing in the evidence to indicate the nationality of the aircraft.

Our Sheerness Correspondent telegraphs that there is no evidence, as far as can be ascertained, that any person actually saw an airship over Sheerness between half-past 6 and 7 o'clock on the night of October 14, but it is an unquestionable fact that many townspeople on that evening heard a buzzing noise in the air which they took to be the sound of an airship's motor. The general impression at the time was that an aeroplane attached to the Naval Aviation School at Eastchurch was making a night voyage to Sheerness, but inquiries made there revealed the fact that no machines were out that night.

Mr. Joynson-Hicks asked the First Lord of the Admiralty whether we have any airship equivalent in size and power to a Zeppelin or any airship capable of travelling at the rate of 60 miles an hour, and Mr. Churchill replied in the negative.

Wed. Dec. 4, p. 6--Airship Over Portsmouth.

An airship, flying a White Ensign and carrying a crew of four, visited Portsmouth yesterday afternoon. The vessel came from a northerly direction and, after remaining almost stationary over the town for over a quarter of an hour, returned northward.

1913 January 1 (Wed) Le Temps, p. 6.

Espionage in Russia. / St. Petersburg, December 31.

The Novoye Vremia publishes a telegram according to which two aeroplanes have flown over Kamenetz-Prodorsk, and they came from (departed toward) the Austrian border. (L'Information Agency).

Jan. 11 p. 6

Russian Military Precautions. / (Dispatch from Our Special Correspondent.)

The measure taken against aviators forbidding them to cross the over the western frontier under pain of the most severe repression (reprisals) was decided upon following several attempts at reconnaissance of Russian Poland by Austrian aeroplanes.

1913 January 6 (Mon) The Times of London, p. 6.

Unknown Aircraft Over Dover. / Reported Night Visits of a Lighted Machine.

It is reported from Dover that a flying machine, which, it is believed, was an airship, passed over that town before daybreak on Saturday morning. The craft, it is stated, was carrying a light and proceeded from over the sea in a northeasterly direction.

According to a Dover Correspondent, it was impossible to distinguish the shape of the machine, but owing to the fact that it carried a light and the noise of the engines it is believed to have been an airship and not an aeroplane. It came in from over the sea and appeared to be going in a north-easterly direction. The wind at the time was very strong from the westward. John Hobbs, a corporation employee, states that he saw the machine about 5 o'clock. His attention was first attracted by the noise of the motors, which is well known at Dover, and on looking in the direction from which the sound came he saw a light moving at a great speed from the direction of the sea. The throb of the engines as the machine passed over the town was very

distinct. The noise of motors was also heard by Mr. Langley, a local tradesman, and Police-constable Pierce.

Jan. 10 p. 5--airmen forbidden to fly into western Russia (were they having an airship scare?)

Jan. 13 p. 5--Joint German-British airship expedition planned, aims to fly across New Guinea.

Jan. 13, p. 6--The Airship Mystery.

There is reason to believe that the mysterious airship which visited Sheerness at night, and more recently Dover, is the Hansa, a Zeppelin airship which is not in possession of the German Government.

1913 January 6 (Mon) (London Daily Express, p. 7.

AIRCRAFT FROM THE SEA. / MYSTERIOUS FLIGHT BEFORE DAYBREAK. /

A mysterious aircraft which was carrying a light flew over Dover in a wind which was blowing half a gale in the early hours of Saturday morning.

It was not sufficiently light at the time to distinguish the shape of the flying machine, but from the noise made by the engines it is believed to have been an airship and not an aeroplane. It came in from the sea and travelled over the town in a north-easterly direction.

John Hobbs, a Dover corporation employee, who was inspecting the roads to see whether they required graveling, saw the aircraft about 5 a.m.

He stated afterwards that his attention was first attracted by the noise of the motors. On looking in the direction whence the sound came he saw a light travelling at a great speed from over the sea.

The noise made by the aircraft in its flight was also heard by Mr. Langley, a local tradesman, and Police Constable Pierce.

The craft must have been fitted with powerful engines to fly in such a wind, and the pilot must have been an intrepid aviator.

1913 January 6 (Mon) London Daily Telegraph, p. 10.

MYSTERIOUS AIRSHIP. / FLIGHT OVER DOVER. /

Mystery attaches to the identity of an aircraft which flew over Dover in the early hours of Saturday morning. It was not sufficiently light at the time to distinguish the shape of the flying machine, but owing to the noise of the engines, and the fact that a light was carried, it is believed to have been an airship, and not an aeroplane. It came in from over the sea, and appeared to be going in a north-easterly direction. The wind was blowing nearly half a gale from the westward.

Mr. John Hobbs, a Corporation employe whose duties had taken him out early saw the aircraft about five o'clock. He stated yesterday that his attention was first attracted by the noise of the motors--a well-known sound at Dover, where there has been so much flying. On looking in the direction of the sound he saw a light travelling at a great speed coming from the direction of the sea. The drone of the engines as the machine passed over the town was very distinct.

The noise made by the airship was also heard by Mr. Langley, a local tradesman, and Police-constable Pierce, with whom Mr. Hobbs was afterwards in conversation. It could only have been a powerfully engined aircraft to have flown in such a wind, and daring airmanship was also involved in the flight.

1913 January 7 (Tues) (London Daily Express, p. 5.

Mystery Airships.

Mysterious lights, which are thought to be the lamps of an airship, have been observed over the Bristol Channel in the neighborhood of Nell's (?) Point, Berry, and Lavernock, where there are important forts

These forts form links in the chain of defences of the coal-shipping ports.

The identity of the airship which passed over Dover on Saturday has not been discovered.

Tues. Jan. 21, p. 5--Cardiff Airship Mystery

The latest "mystery airship" has appeared over Cardiff, where it was seen on Friday evening by Capt. Lionel Lindsay, the chief constable of Glamorganshire.

"Although it was dusk, I could see that the airship was much larger than the Willows airship," Capt. Lindsay stated. "It was travelling rapidly and disappeared in the direction of Swansea, leaving in its track a dense volume of smoke.

"I called the attention of a bystander to the mysterious craft, but I have not yet been able to find anyone else who saw it."

1913 January 9 (Th) Frankfurter Zeitung, pt. 1, p. 3.

Aviation. / Firing on German Balloons.

Berlin, 8 January. Firing on German balloons in Russia, over which there has been repeated trouble in recent years, is now officially acknowledged by the Russian government, [a fact] which has caused the Berlin Society for Aviation to warn its members against flying over the border. The Russian government has ordered that aircraft which fly over the border should be fired upon immediately and sharply, if they do not land at once on the sign of a red flag and by night on the signal of a red light. If under such trying conditions as these presented it happens that the German aeronauts, especially free-balloonists, cross the Russian frontier--unless, so it is to be wished, that by diplomatic steps a weakening of this Russian measure is obtained,--it will probably take effect against airships which involuntarily cross the border, if they lose their bearings or through unfavorable weather conditions a legitimate landing is prevented. What the Russian government has accomplished by this stringent measure is evident without further ceremony. In any case German aeronauts have given no cause for it.

1913 January 20 (Mon) Journal des Debats, p. 2.

Aviation Day by Day / Aviation Tragedy. / A Russian Aviator Falls and Is Killed in Galicia.

Berlin, Jan. 18.--According to the *Cazette de Breslau*, Russian aeroplanes crossed and recrossed the Austrian border several times during the night and were able to inspect, thanks to powerful searchlights, the principal forts in Jaroslaw and its surroundings.

Last night one of these devices fell in the outskirts of the town and the pilot, an officer of the Russian general staff, was killed.

In the wake of frequent nocturnal incursions of this type, the Austro-Hungarian military authorities have given the order to fire cartridges at aeroplanes undertaking these nocturnal flights.

1913 January 21 (Tues) Times of London, p. 10.

An Airship Over Cardiff.

It is stated that on Friday evening last an airship was seen passing over Cardiff in the direction of Swansea.

Captain Lionel Lindsay, Chief Constable of Glamorganshire, says: "At a quarter to 5 I noted the object. It was dusk and foggy so that one could not define it. It was much larger and moved faster than the Willows airship and left in its trail a dense volume of smoke. I called the attention of a bystander to the object, and he agreed that it was some large object. It disappeared quickly."

Jan. 22, p. 10--The Airship at Cardiff.

The report made by Captain Lionel Lindsay, Chief Constable of Glamorganshire, that an airship passed over Cardiff, is confirmed by other eye-witnesses. It is stated that after leaving Cardiff the course of the airship was altered from due west to north-west. It is said to have carried a light and travelled at a considerable speed.

Jan. 22, *Engineering Supplement*, p. 3--progress in aeronautics, strange.

Jan. 23, p. 8--Army aeroplane flies to London & is seen by several people.

1913 January 22 (Wed) (London) Daily Express, p. 5.

Two Mysterious Aircraft

Mr. H. A. Pertwee, of the engineering firm of Messrs. Pertwee and Beck, Great Yarmouth, says that on Tuesday of last week, about midnight, he heard an aeroplane or airship pass over his house, on the outside of the town, at a tremendous speed. Three or four minutes afterwards he heard it again.

Mr. Beck, Mr. Pertwee's partner, also states that on the day previously in the early morning he heard a similar sound over another part of the town.

Several people at Cardiff confirm the statement of Capt. Lionel Lindsay, the Chief Constable of Glamorganshire, that an airship passed over the city on Friday evening. They state that it was travelling westward, and after passing over Cardiff changed its course to northwest.

1913 January 23 (Th) (London) Daily Express, p. 5.

Welsh Airship Mystery.

Reports have been received from many parts of Wales confirming the statement by Capt. Lionel Lindsay, Chief Constable of Glamorganshire, that an airship passed over Cardiff on Friday night.

The mysterious aircraft has been seen or heard at Merthyr, Aberdare, Neath, and Skitty.

Mr. E. T. Willows, the famous Cardiff airman, suggested yesterday that it might be one of the seven or eight large German aircraft, which are quite capable of making the trip from the German coast to the Bristol Channel.

1913 January 27 (Mon) (London) Daily Express, p. 7.

Airship or Geese? / Midnight Mystery of the East Coast.

Another airship is reported to have been seen to pass over Yarmouth and out to sea.

Samuel Harris, who is employed at the corporation pumping station at the south end of the town, states that a few minutes before midnight on Thursday he saw a long airship, with a cradle attached, travelling at a considerable height.

He states that it passed over his house and proceeded in a south-easterly direction over the sea. He estimates that it was travelling at between 40 and 50 miles an hour, and is perfectly convinced that it was an airship.

He called his daughter out, and she just caught a glimpse of it as it was passing out of sight.

There are some incredulous people who are loth to believe the stories of mysterious night airships, and an ingenious explanation offered is that the noise which has been taken for that of the motor has really been caused by flocks of wild geese passing over Yarmouth.

1913 February 28 (Tues) Berliner Tageblatt, p.

The Explanation of the Phantom Airship (ghost balloon). / Glowing Fire in a Rubber Balloon.

The mysterious airship, which for some time has disquieted anxious public opinion in the island kingdom of Great Britain, has now been found to have a harmless explanation, as we have already reported in the morning paper. It turns out that these supposed balloons, as communicated to us by a scientific source, are nothing more than small rubber balloons, several of which, for purposes of observation to determine wind direction, were released during the night. To be able to observe their flight direction it was necessary to attach a light. A small electric bulb with an attached battery was chosen, which hung inside the balloon. In this manner it takes on the appearance of a large electric light which has been mistaken for the phantom airship. Imagination may then have led fantasy-endowed people to con-

vert some other incidental noises to that of propellers and motors. [Because of the popularity of these supposed balloons with English and French observatories did phantom airships of this and other kinds descend]. Previously the excitement over all this had brought on an English governmental crisis over extraordinary measures to put airship travel and aviation under regulation.

1913 January 28 (Tues) (London) Daily Express, p. 3.

Elusive Aircraft / Mysterious Night Light Over Liverpool.

Five persons report having seen a mysterious aircraft over the north end of Liverpool on Saturday night between seven and half past eight o'clock.

They say it was travelling about 25 miles an hour, and that it carried a very brilliant light.

Two members of the Liverpool Aviation School were out on Saturday afternoon, but did not leave the neighborhood of the shore at Waterloo, and were not in the air at the time stated.

As stated in the "Express" yesterday a Yarmouth man reports that he saw an airship pass over Yarmouth at midnight on Thursday last.

Airships have recently been reported to have been seen or heard at night over:--

Dover, Jan. 4 / Yarmouth, Jan. 15 / Cardiff Bristol Channel and Cardiff, Jan. 18.

The Dover and Cardiff reports, like that from Liverpool, stated that the craft carried a light or lights.

1913 February 28 (Fri) London Times, p. 3.

The Airship Rumours. / Fire Balloon Found in Yorkshire.

While further reports of the appearance of lights in the sky, which are supposed to be those of an airship, continue to be received, it is stated that a fire balloon has been found in the East Riding of Yorkshire, and that this may have accounted for a light seen in the district last week. It is suggested that some one may have been experimenting with fire balloons.

An under-gamekeeper, named Walter Moore, in the employment of Colonel Longdale, of Houghton Hall, two miles south of Market Weighton and about 14 miles from Selby, found a fire balloon on Houghton Moor on Sunday morning. He paid his first visit to Market Weighton for several days on Tuesday, and had heard of the rumours which associated the lights which had been seen in the district with foreign airships. He then stated that the balloon was the size of a 36-gallon cask and just like those sent up at galas. The cover was marked in blue and yellow stripes, and the fuse when found did not appear to have been long extinguished. The balloon was half-deflated and was resting against a small hillock. He completed the process of deflation, and wrapped up the cover and took it home. It is thought that the light of this balloon may have been seen on Friday evening.

An airship is reported to have been seen over Portland Harbour on Wednesday night. A postman declares that he saw the clear outline of the airship, which was carrying a dazzling searchlight. It was also seen by a Government official, and the propeller was plainly heard. A night nurse at a residence at Burcleaves says she watched the lights, which were occasionally extinguished, for some time. A coastguard states he saw lights in the sky near St. Alban's Head, and entered the fact in his log-book.

A police constable stationed at Hucknall, Notts, reported that yesterday morning, about 2 o'clock, he saw an airship with a powerful searchlight travelling from the direction of Nottingham towards Mansfield, and a similar statement has been made by a number of colliers who were leaving work. At Papplewick witnesses state that they watched a light travelling for five minutes, when it disappeared.

The steamer *Orcadia* on arrival at the Kirkwall yesterday afternoon from the north Isles of Orkney reported that an airship was seen at 5 p.m. off Sanday Isle on Monday night.

Tues Mar. 4, 17. (Adv. for North British and Mercantile)--dirigible words old age, death, fire, burglary, accident--labelled "The Real Peril."

1913 January 28 (Tues) Times of London, p. 13.

Aircraft Over Liverpool.

It is reported from Liverpool that an aircraft, which it was not possible to identify, has been seen over that city. A resident in the Clubmoor district says that on Saturday night between 7 and half-past 8 o'clock an aircraft was seen overhead, travelling at the rate of about 25 miles an hour. It carried a very brilliant light. There were five persons in the house at the time and they watched it for some time.

It is stated at the Liverpool Aviation School that none of the airmen there were out on Saturday night.

Th Feb 20, p. 4--Letters on Aerial Navigation Act.

Defense Against Airships. / Meeting of Grand Council of the Navy League.

Mr. Arnold White called attention to the need of immediate action by the Govt. in the matter of airship defence. Parliament, he said, had lately rushed through both Houses without discussion an Act for the purpose of enabling troops on the coast and elsewhere to fire upon airships in the habit of suspiciously visiting this country at night. They knew from reports of the enormous progress made in the direction of bombs from airships, and seeing that the Navy League desired to maintain the power of the Navy, it came within their duty to urge on the Govt that at all costs this country must catch up other nation which had passed them in this struggle in the air.

1913 January 30 (Th) London Daily Express p. 1.

MYSTERY AIRSHIP. / AGAIN SEEN WITH ITS SEARCHLIGHTS. /

The mystery of the elusive airship grows more mysterious.

It has been seen again, flying by night as usual, and this time on the coast of Mid Wales.

An "Express" correspondent at Aberystwyth states that it was seen by country people approaching the village of Chacery, a few miles south of Aberystwyth, at 8.25 on Saturday night.

The movements of the airship were witnessed by a number of the villagers. At first it headed for Cardigan Bay, but its searchlights, which swept the hills, evidently revealed the nearness of the sea, for it turned south and left in the direction of Carmarthenshire.

This is at least the fifth time this month that the mystery airship has been seen flying by night, yet no one has seen it rise or descend, and no one knows whence it comes or whither it goes.

On Tuesday the "Express" reported that five persons declared they had seen it going over Liverpool "between seven and half past eight" on Saturday night last. Yet at 8.25 it was seen near Aberystwyth! At Liverpool, as in Wales, it carried a light, or lights.

The previous night flights of the mystery airship were reported from--

Dover, January 4.
Yarmouth, January 15.
Bristol Channel and Cardiff, January 18.
Yarmouth, January 23.

The Dover and Cardiff reports both stated that the "fly-by-night" carried a light or lights.

1913 January 30 (Thurs) Times of London, p. 12.

A Mysterious Aircraft.

An aircraft was seen at 8:25 on Saturday night by inhabitants of the village of Chancery, a few miles south of Aberystwyth. It was proceeding toward Cardigan Bay, but its searchlights, which swept the hills, evidently revealed the nearness of the sea, and it turned south and proceeded in the direction of Carmarthenshire.

It will be remembered on Saturday evening last an aircraft, carrying a bright light, was reported to have been seen over Liverpool.

1913 January 31 (Fri) London Daily Express, p. 5

IS IT A GERMAN AIRSHIP? / STRANGE CRAFT SEEN AT NIGHT OVER MANCHESTER.

Is a German airship making flights by night over England? That is a question which is being asked by many people in view of the repeated reports of a mysterious night aircraft from various parts of the country.

The latest appearance of the mystery craft has been noted at Manchester. This was on Monday night. A flight over a village near Aberystwyth on Saturday night was recorded in yesterday's "Express."

A leading resident at Stretford, Manchester, states that he saw an aircraft, which at first looked like a huge ball, passing overhead in a southerly direction about nine o'clock on Monday night. He estimated its height at 700 feet, and saw that it carried a light, which at first seemed yellowish, but afterwards light red.

It seemed to be travelling at the rate of about forty miles an hour, and when over Eccles turned westward in the direction of Liverpool. It was, in the opinion of the onlooker, an aircraft of "huge" size. No sound was heard, but that is attributed to the wind.

It will be recalled that just before the end of last year an airship was said to have been seen at night over Sheerness, and this was afterwards stated to have been the Zeppelin airship Hansa.

Subsequent reports of an airship flying by night have come from--

Dover, January 4.
Yarmouth, January 13.
Bristol Channel and Cardiff, January 18.
Yarmouth, January 23.
Aberystwyth, January 25.
Liverpool, January 25.

Several of the reports stated that the aircraft carried a light or lights, and the chief constable of Glamorganshire said that it left a trail of smoke behind.

The Hansa can travel at the rate of fifty miles an hour, and has a range of 1,000 miles. It is about 500 miles in a straight line from Friedrichshafen, on Lake Constance, where the Zeppelins are kept as a rule, but there are airship garages further north in Germany and the German coast is less than 500 miles from Manchester.

1913 January 31 (Fri) Manchester Guardian, p. 9.

"Russian Aeroplane" Scare in Roumania. (Reuter's Correspondent) / Bucharest, Thursday.

It is reported from Jassy, near the Russian frontier, that at 8 o'clock last evening an aeroplane with a powerful searchlight was observed over the town coming from the direction of Russia. It manoeuvred over the town for ten minutes, afterwards making towards the barracks. Troops were ordered out, and signals were made to the aviator to come down. The command was not obeyed, and two guns were fired at the machine. The aviator immediately put out his lights and disappeared. The affair has caused a great sensation.

March 14 p. 10 German airship to be fitted with searchlight with range of 1,500 meters.

1913 February 3 (Mon) Berliner Tageblatt, p. 11.

The Phantom Airship Over England / (Telegram from our Correspondent.) / London, 3 February.

The mysterious airship, which began its trips over England on January 4, and was seen over Dover, Yarmouth, then the Bristol Canal, Cardiff and still later over Yarmouth, Liverpool and Manchester, will not let the English super-patriots sleep. It was noticed February 1 over Cardiff and yesterday over Croydon. It has not yet been seen so near London, and the excitement is so much the greater. In Croydon,

which lies 16 km. south of London, yesterday evening before 9 many people saw a very large airship, from which rays (of light) went out to the right and left and also upwards. The worried people remember that at the end of the previous year an airship was seen over Sheerness, which in their (opinion) was the "Hansa," and the "Hansa" is also generally believed (to be the cause) of the new string of mysterious airships.

1913 February 3 (Mon) London Daily Express, p. 7.

MYSTERIOUS FLY-BY-NIGHT. / STRANGE AIRSHIP SEEN AT CARDIFF AND CROYDON / BRILLIANT LIGHT.

The mysterious airship which has visited many parts of the country this year was seen at Cardiff on Saturday night, and at Croydon last night. This is the first time that it has been reported so near London.

"An airship passed over here at a quarter to nine," said Mr. Trubshaw, of Fairfield-road, East Croydon, to an "Express" representative last night. "It came from the south-east, and moved overhead, disappearing rapidly to the north-west.

"I could not make out the exact shape of the envelope, but it must have been an airship of great size. Rays of light issued from it to the right and left, and also downward. There was quite a considerable volume of light altogether."

The airship was seen by others at Croydon. It was moving with the wind.

Its appearance in the Cardiff district on Saturday night is reported by Captain Lindsay, the Chief Constable, who saw the strange aircraft there on January 18.

A list of the places where the airship has been seen this year is as follows:--

Dover, January 4. / Yarmouth, January 15. / Bristol Channel and Cardiff, January 18. / Yarmouth, January 23. / Aberystwyth, January 25. / Liverpool, January 25. / Manchester, January 27. / Cardiff, February 1. / Croydon, February 2.

An airship which startled people at Sheerness at the end of last year was stated afterwards to be the German airship Hansa.

The Hansa can travel at the rate of fifty miles an hour, and has a range of 1,000 miles. It could cross the North Sea in a few hours with a favourable wind. / ... /

AEROPLANE FIRED AT. / "Express" Correspondent Lemberg, Feb. 1.

An aeroplane, believed to be of Russian origin, was observed last night over the town.

Several shots were directed at it while it was hovering above the fortifications, which were illumined by a strong light from its reflector.

The aeroplane disappeared from view, however, without being hit.

1913 February 3 (Mon) Times of London, p. 6.

Another Mysterious Airship.

Captain Lionel Lindsay, Chief Constable of Glamorgan, reports that an airship was again seen over the district on Saturday night.

Tues. Feb. 4--The Mysterious Airship.

The servants of Colonel Henry Lewis, of Greenmadow, Cardiff, state they saw an airship about 10.45 on Saturday night travelling in a westerly direction, and a constable at Aberavon reported that he observed, at 7.30 on Sunday night, an airship going over Swansea Bay and the Mumbles. Several other people declare they observed the outline of an airship carrying a light.

Thurs. Feb. 6, p. 12--The Thames Aeroplane Accident. ... /

It is again reported that an airship has been seen in South Wales. Numerous observers at Newport, Cardiff, Neath, and intermediate places stated last night that they observed a dirigible, carrying a bright light, pass overhead and some spectators, including a police sergeant, declared that the outline of the vessel was clearly visible. The night was bright with very little wind. The supposed airship took a north-westerly course.

Feb 11, p. 16--Aerial Navigation Act--against aircraft flying over coastal defenses, etc.

p. 14--"prevent mischievous persons, possibly from overseas, from hovering over places where combustibles were stored."

Feb. 13, p. 14--German gov. owns 13 araps, private Germans own 10; British gov 3, private 0.

Death of Scott in Antarctic expedition tragedy.

Revolt in Mexico, prospects of Serbia-Turkish war.

News of flying almost daily.

Feb. 17, p. 6--darkness at noon in London.

1913 February 4 (Tues) London Daily Express, p. 1.

TWO MYSTERY AIRSHIPS.

It seems clear that two mysterious airships were out during the week-end.

Mr. R. Lawrence Thornton, of High Cross, Praefield, Uckfield, writes to the "Express" that he saw an airship pass over his house--which is about eight miles north-east of Leves--about 9.25 p.m. on Sunday.

This is no doubt the airship which, as reported in yesterday's "Express," was seen over Croydon at 8.45 p.m.

The airship which visited the Cardiff district on Saturday night was seen near Tongwynlais by two messengers of Colonel Henry Lewis. They watched it for four or five minutes, and noticed a red light at

the rear.

An airship, presumably the same one, was seen at Port Talbot, near Swansea, about 6.30 p.m. on Sunday, by a policeman and several other people. It could not have reached Crovdon by 8.45 p.m.
1913 February 5 (Wed) London Daily Express, p. 1.

AERIAL KIDNAPPERS. / RUSSIAN MAYOR CARRIED OFF BY FOREIGN SPIES. /
"Express" Correspondent, / Vienna, Feb. 1.

The "spy fever," which is again epidemic on both sides of the Austro-Russian frontier, is responsible for several extraordinary incidents.

The mayor of a small town near Plock, in Russian Poland, declares that he was kidnapped by an Austrian air scout several days ago. According to his story, he heard the sound of an aeroplane late at night, and when it descended in a field near the town, he went to capture the occupants, armed only with the insignia of his office.

He alleges that the two airmen turned the tables by binding him hand and foot and lashing him to the body of the aeroplane. They entered their seats, warned their prisoner not to struggle, and resumed their flight.

The terrified mayor was finally brought to earth near the town of Bar, sixty miles away, and before he could give the alarm, his aerial kidnappers vanished.

Frontier guards continually report the passage of Russian aeroplanes at night. An Austrian aeroplane which had to descend in Russia two days ago was confiscated, and the airmen arrested.
1913 February 5 (Thu) Manchester Guardian, p. 9.

THE "MYSTERIOUS AIRSHIP" / SEEN IN SOUTH MANCHESTER.

The mysterious light in the sky which has been reported from several parts of the country lately, and which has been generally taken to be the searchlight attached to some form of airship, was observed over the south of Manchester last night. Mr. Marshall, of Dudley Avenue, Whalley Range, explained to a "Manchester Guardian" representative that he and several of his family first noticed the light about 6.30 last evening, and watched it from the garden of his house for a matter of twenty-five minutes. Nothing was visible, he said, except a brilliant light at an altitude which he estimated at about 900 feet. It appeared to be moving over Chorlton. From 6.30 to 6.40 its movement was rapid and in the direction of the north. For the rest of the time that it was under observation its movement was very slow, though still in a northerly direction, and it swayed a little as if the airship supporting it was being buffeted by the wind. During this period the light was switched out twice, reappearing, with equal brilliance, after an interval of about a minute. The light itself was all directed downwards, but its exact angle seemed to be varied several times. When the light disappeared for the last time it had still been moving towards the north.

Many observers at Newport, Cardiff, Neath, and intermediate places report that they saw the craft pass overhead, and some, including a police sergeant, declare that the outline was clearly visible. The night was bright with very little wind. The airship appeared shortly after eight o'clock, and was in view for a considerable time.
1913 February 24 (Mon) London Daily Express, p. 7.

THE ELY-NY-NIGHT. / MYSTERIOUS AIRSHIP VISITS YORKSHIRE. /

A number of persons in Yorkshire declare that they saw a large airship on Friday night.

Mr. C.H. March, a Selby solicitor, states that about 9.25 p.m. he was looking out from his residence when he noticed in the direction of Hambleton what he thought at first was a very bright star. The light began to go up and down, and appeared to go out at times.

He kept it under observation for three-quarters of an hour, and came to the definite conclusion that it was a dirigible. It was lost sight of going in the direction of Leeds.

Mr. John Collinwood, an insurance superintendent, says that about 10 p.m. he was on the station platform at Church Fenton with a party of Selby business men when they observed an airship with a strong searchlight playing on the railway lines. After about twenty minutes it left at a high speed, going in a northerly direction, and then they observed a starboard an-port light of red and green.

Mr. J. Cressor, a Harrogate fruit and potato merchant, living at Mical, in the East Riding, about 8 p.m., and the whirr of its engines could be heard.

A man named Sanderson saw the airship over Wide-street, Selby, between 8 and 9 p.m., and he could distinctly hear the whirr of machinery, and noticed that it had a powerful headlight and rearlights. Two Selby ladies saw it over Selby Common between 9 and 10 p.m., and it was then throwing its searchlights on the hedgerows on the common.

Another airship was reported on Friday night near Nuneaton, in Warwickshire, which is about 100 miles by air from Selby.
1913 February 24 (Mon) Daily Telegraph (London), p. 8.

MYSTERIOUS AIRSHIPS. /

Our Selby Correspondent, investigating a statement that on Friday night an airship carrying a powerful flashlight was hovering over the town, says Mr. C.H. March, a prominent Selby solicitor, who said that he was certain from what he saw that a dirigible balloon or airship was over and round the vicinity for forty-five minutes. At 9.25 p.m. outside his house he saw what he thought was a very bright star. He called his wife's attention to it. At the same time the object began to go up and down. Another Selby business man, Mr. John Collinwood, said that he was at Church Fenton Station about ten o'clock on Friday night with a party of Selby gentlemen when they saw an airship with a powerful searchlight coming along the [lines]. At times it would be very high, then it would swoop down almost to touch the house-

tops. After manoeuvring for about twenty minutes it suddenly turned in a northerly direction. They then saw that it carried both a port and starboard light of red and green.

Our Nuneaton Correspondent states that considerable excitement was occasioned in several parts of north-east Warwickshire, particularly Exhall and Longford, on Friday night about ten o'clock, by the passage of an airship. Policemen and coolies on their way from work sighted the strange craft, which came from the direction of Leicestershire and went towards Birmingham. It was carrying two headlights and one in the rear.
1913 February 25 (Tue) Berliner Tageblatt, p.

Nervousness in Belgium / (Telegram from our Correspondent.) / Brussels 25 February.

In Belgium there is always circulating a mood of uneasiness that friction between the European great powers might endanger the small country. Whenever a rumor circulates in Germany, in Belgium there is fear of an invasion of German troops in particular, so distorted do the facts become (?). In all the newspapers appear--to say the least, provocative--reports of sightings of mysterious maneuvers of French officers on the western border of the country. Mystic airships appear with searchlights, and airplanes soar every night now over the Belgian-French border. On the whole, however, it is only an irresponsible Journalist in Belgium who incites against Germany with (his) very weak arguments. These incitements in Belgium however were hazardous and also (shot down), as in Germany, the screamer-half of the all-German press (!). Very () and rightly is Belgium disturbed for a month and a half by expectations of a general conflict. Even now part of the country stands in a serious domestic crisis. In the coal regions of the Vorinage (?) the retail merchants declared today that no one would sell his wares any more. The crisis in this economically well-favored area of the country today had an effect on all business. One of the great industries (heavy industries) today tried to fend off a strike, though the result of the attempt is very uncertain, and also the king is still now not yet coming out of his reserve (!).

Neue Preussische Zeitung Wed. Feb. 26, pt. 2, p. 2.

--Yet again the Phantom Airship. A PT Telegram reports from London, Feb. 26: The whole evening and morning press fabulater still about the German airship which is asserted to cross over the British Isles. Yesterday newspapers mentioned that it appeared in Portsmouth, Wm Ipswich and Hull. Especially in Hull it was observed by a great number of people. Also in these various places did it operate a searchlight. Also in Paris all the press speaks of the appearance of the phantom airship over England and expresses strong disapproval against Germany.
1913 February 25 (Tue) Berliner Tageblatt, p.

(card 1)

The English Phantom Airship / (Telegram from Our Correspondent) / London 25 February.

The reports of the appearance of the mysterious airship which was seen over Yorkshire and northeast Warwickshire, which in general opinion is German, produces genuine desolation in the conservative press. They do so as if now the whole national defense through a considerable masterful, built-up and always enlarging fleet had become absolutely nought (worthless). This exaggeration condemns itself, but it occupies much space in the press. It cannot be denied that especially the report of a 13-hour trip of the Ersatz Zeppelin I, which for the whole time maintained contact with the radio station, called forth a bewilderment bordering on amazement here. It was wholly unnoticed in any of the press utterances which came through that it always came to (returned to) the same point. These papers, which before had made fun of those afraid of ghosts and seers of ghosts, thus believe that the time has come that it is dangerous for the wellbeing of England to any longer close its eyes to the threatening danger. Everyone is furthermore fully convinced that England is wholly unprepared for an energetic air struggle. The quality of work in the royal airship building division has never been in question, except that up till now the material [they had to work with] was marked by laughably poor quality. [Well as the division has done in the past, so will they be distinguished in the future.] But for the moment, at the present time it so happens that Germany has a splendid fleet of absolutely first-class and admirably equipped war airships, beside which none other is worthy to stand. Concerning what these airships can do, there persists not the slightest doubt and it is known that the most modern of them, as it is here called, none other than the mysterious airship which appears to be seen over England, travels through the air with 27 tons (!). England, so it is understood, is by the sea absolutely separated from attack from the sea, and Germany recognizes England's right to keep a secure force for safety. That was the case, however, until England's maritime superiority lost its whole significance, as superiority in the air [now] brings mastery of the world with it. Superiority in the air rests with Germany, however. The trip of the mysterious airship Sunday evening, a newspaper wrote today, which all the others of the 20 large German airships likewise is ready to make, was a splendidly lucky discovery which gave England the proof that against an aerial attack it is unprotected and helpless. "Dreadnaughts can only fight dreadnaughts and airships can only be fought by airships." It is a pleasing circumstance that the new air laws so quickly went through Parliament quite without discussion and now at least against the taking of information by foreign airships offers a certain guarantee.

The Airship Panic in England / (Telegraph from Our Correspondent.) / London, 25 February.

Anywhere there is a military magazine or a marine depot, on dark nights now airships probably will be seen flying. That is the latest word in the newspapers. Tonight people in Portsmouth on the Gosport side of the harbor saw something high in the air, which in their opinions could only be an airship with a powerful searchlight. What else would move around in the air over the naval barracks? The report is found in the opposition "Pall Mall Gazette," and it is certain that the opposition press will not soon let drop such convenient agitation material against the (in their opinion) careless and negligent government. Naval minister Churchill is in any case of the opinion that something must be done for aerial defense.

1913 February 25 (Tue) London Daily Express, p. 1. (card 1)

NIGHT RAIDS BY AIR. / GERMAN DIRIGIBLES' FLIGHTS OVER ENGLAND. / THE NEW PERIL. / WANTED, £1,000,000 TO MEET IT. /

It is clear now that the fears which caused the Government to rush through both Houses of Parliament a fortnight ago a Bill giving officers power to fire on any mysterious aircraft were absolutely justified.

The Bill was passed with little or no explanation by the Government but it was surmised that the naval and military authorities had received confidential reports which assured them that the airships of foreign powers were making reconnaissances over the fortified positions on our east coast.

The "Express" printed yesterday morning a number of statements showing that a mysterious airship passed over Selby Abbey, Yorkshire, on Friday night. A number of other persons stated yesterday that they saw an airship over the east coast of Yorkshire on Saturday night.

Mr. James Boyce, a member of the Scarborough Town Council, states that on Saturday night he watched a bright light moving over the Suffolk heights to the north of Scarborough. This eventually disappeared in the direction of Cloughton.

Mr. Boyce first saw a bright light coming towards Scarborough, and then it turned slightly round. Later he saw a second light on its side, and also a searchlight glancing downwards.

Mr. Boyce has no doubt that the lights were those of an airship, and several persons have come forward to corroborate his evidence.

Mr. Fred Head, a North-Eastern Railway driver, stated that on Saturday morning an airship with a powerful headlight kept alongside his express from Winstow Gates to Selby until it was lost in the fog between Burton Salmon and Castleford.

FLIGHT OVER NAVAL PORT.

SHEERNESS AIRSHIP MYSTERY EXPLAINED.

A special correspondent of the Manchester Courier gives a vivid description of the voyage of the German airship N L 1 last year, which makes it clear that it was this craft which was seen over Sheerness on October 14 last. It will be remembered that Mr. Churchill stated in the House of Commons that on that date an unknown aircraft passed over Sheerness, and that "it was not one of our ships."

According to the official German report, the MLL after leaving Friedrichshafen shaped a course to the North Sea, and passed over Borkum, Helligoland, and Hamburg, and then returned to Berlin.

"Assuming the Sheerness report to be quite trustworthy," says the "Courier," "it would appear that the German naval airship, after passing over Borkum, did not head at once for Helligoland, but made a digression towards the English coast, and reconnoitered the Fleet base at Sheerness.

"If this be so, it is evident that the vessel travelled at a much greater speed than was officially admitted, for the Sheerness visit would have added at least 600 miles to the total distance.

"Whatever the truth of the matter may be, it is worth noting that no member of the crew of the airship would either deny or affirm that the digression had been made. For six hours during the journey the vessel travelled at an altitude of 5,400 feet. From every point of view this trip is the most remarkable in the annals of aerial navigation up to date."

LONG-DISTANCE JOURNEYS

GREAT POSSIBILITIES OF THE GERMAN AIRSHIPS.

Mr. A. F. Berriman, the technical editor of "Flight," the leading journal devoted to aviation, is convinced of the feasibility of a Continental airship making a successful flight over the shores of Great Britain and returning safely to her moorings.

"Germany," he said to an "Express" representative yesterday, "has specialized in the construction of long-distance airships, and, therefore it is a natural to associate her with the appearance of any mysterious aircraft in this country. Yorkshire is, it is true, about 400 miles from the nearest point in Germany, and a journey from Germany to Yorkshire leaves little margin on the longest record that has been made known to the public; but it is far from certain whether the best work of the German airships really is known abroad.

"The fact, however, that journeys of thirteen hours or so in duration have been accomplished, likewise the fact that the speed of the latest Zeppelins probably exceeds forty-five miles an hour, which would account for a journey of 600 miles or so in the time [?], leaves no question that aerial navigation could be carried out over a considerable portion of England and the return journey made in safety.

"The reported appearances of airships by night is also exactly what one would expect of an airship. One of the great points in favour of the airship for the purpose of military reconnaissance is that it could perform the greater part of its journey under the cover of darkness, so as to be in readiness to make its observations in the early dawn and retreat before it had attracted too much attention.

"Another thought that suggests itself in connection with the report is presented by the coincidence of the passing of the Aerial Navigation Act, which empowers the authorities to fire at such craft, after giving some predetermined signal. It would have been a singularly opportune moment at which to try the efficacy of the new measure in its power to materialise the aerial visitor. It would be an interesting experiment, even if it only precipitated dust.

"According to the Act 'it shall be lawful for the officer to fire at or into such aircraft and to use any and every other means to compel compliance.'

"At the present moment it will be easier to fire at than into, for if we may judge from the general trend of a discussion on p. 5 of the subject recently held by the Aeronautical Society, it would appear that the land artillery expect to experience very considerable difficulty in hitting aircraft, both on account of their lack of practice at high angle elevations and also on account of the high speed of such machines as travel by air."

OFFICIAL RETICENCE. / "Express" Correspondent. / Berlin, Monday, Feb. 24.

All the competent experts in aviation in Germany believe that it is quite impossible for one of the new type Zeppelin airships to fly from Germany to Yorkshire and back, provided the wind is favourable.

Nevertheless, no one will admit that it was a German aircraft that was seen in the neighbourhood of Selby last Friday night. This reticence, of course, is quite in accord with German policy. The greatest secrecy is observed in official circles regarding the movements of the Zeppelin airships, and while all who are acquainted with them admit their possibilities, no one is prepared to give any definite details regarding the actual flights they have accomplished.

It is stated unofficially that the Zeppelin L.2.1 made a flight extending over thirteen hours on Saturday, and was in wireless communication all the time with her headquarters at Carlshagen.

1913 February 25 (Tue) London Daily Telegraph, p. 11. (card 1)

AIRSHIP MYSTERY IN THE EAST OF ENGLAND. / A GERMAN VISITOR? / EYE-WITNESSES' STORIES. /

Remarkable reports are current with regard to the mysterious airships, supposed to have come over from Germany, which are alleged to have been seen by many persons at Selby, Scarborough, and other places in the east of England during the end of last week.

It is at present impossible to establish definitely the truth of these assertions, but, taken in connection with the appearance of an airship at Sheerness last October and the urgency with which the Government only a few days ago hastily rushed a bill through Parliament authorising the authorities to fire upon any dirigibles which omitted to descend when signalled to do so, there certainly seems some cause to think that visitors of this kind are not entirely imaginary. / STATEMENTS AT SELBY. / From Our Own Correspondent. / SELBY, Monday.

The airship mystery was the principal topic at to-day's market. Various farmers declare that they saw it, in Stillingfleet, Escrick, Cliffe, and Barby. A Selby manufacturer says he saw the airship's lights again on Saturday night for under five minutes. The light was very powerful.

A North-Eastern Railway Normanton mail driver named Fred Head reported on Saturday morning that an airship with a powerful headlight kept in front and at the side of the express from Winstow Gates to Selby until it was lost in the fog between Burton Salmon and Castleford.

Mrs. McClure, a dentist's wife, stated that she was driving a lady friend from York, and between Riccall and Selby saw two lights, a powerful head and rear lamp. They disappeared north-west of Selby, and seemed to come from nowhere.

In the course of conversation Captain Lilley, who is in charge of the Government ordnance stores at Barby, said that inquiries made from all the men on duty on Friday night elicited the reply that nothing out of the ordinary was noticed. Sergeant Skyrme, who has twenty years' service, when shown the statement by Captain Lilley, replied, "Well, I was not mistaken." He then related that shortly after nine p.m., from his house at Green-lane, Selby, he saw what he thought at the time was an aeroplane carrying powerful front and rear lights. He concluded at the time that an Army airman was making a flight to York. His statement carries great weight. Searching inquiries are being made by the military authorities to solve the mystery in the district where the lights were seen.

SEEN AT SCARBOROUGH. / From Our Own Correspondent. / SCARBOROUGH, Monday.

Lieutenant James Boyce, a member of the Scarborough Town Council, to-day stated that on Saturday night, about 9.40, he was standing in his garden in Queen's-parade, North Cliff, when he saw a moving light in the sky. It was over Selby village, and towards Suffolk Heights, and finally vanished in the direction of Cloughton. When he first saw the airship--and he was most emphatically of the belief that the light was on an airship--there was one light only, but afterwards--he had the object under observation altogether about a quarter of an hour--two were visible. The lights were of a glowing character, and not of the diamond type of starlight.

Lieutenant Boyce drew the attention of one of his servants to the light, and she, too, is most emphatic in corroboration of her employer's statement. Whilst in his bed-room later Lieutenant Boyce heard a whirring noise. It was not that of a passing motor-car, but proceeded from the air.

This constitutes the third time this month that a absolutely credible witnesses have justified to the presence in the air in the immediate vicinity of Scarborough at night of an airship. The previous reports were to the effect that a searchlight had been manipulated on the vessel. As is well known, Scarborough is regarded as a most important strategical point, and on the borough boundary, near the racecourse,

the Admiralty have a wireless telegraph station. /
AIRSHIP'S POSSIBLE ROUTE. /

According to reports from various sources an airship was seen on Friday night passing over Selby in the West Riding of Yorkshire, some forty-five miles inland from Grimsby. The time at which the craft was noticed appears to have been between 9.15 and 9.25 a.m., and the vessel seems to have cruised in the air for about half an hour before disappearing. About ten o'clock, according to other reports, an airship was noticed in north-east Warwickshire, particularly at Exhall and Longfords. She came, it is said, from the direction of Leicester, and went towards Birmingham. Bridlington is another town from which the airship was seen.

Of course, in the absence of trustworthy information as to the time of the various observations, it is practically impossible to reconstruct the route taken by the mysterious aircraft. One indication is the time reported from Selby and that from Exhall, and another is the direction from Leicester to Birmingham. A presumable route might, therefore, be Bridlington, Selby, Leicester, Birmingham. From Bridlington to Selby is a distance of about forty miles as the crow flies; it is about eighty miles from Selby to Leicester, and thirty from Leicester to Birmingham, in which direction the airship is reported to have been heading. This makes a total distance of about 150 miles, which is easily within the capacity of a powerful airship carrying a plentiful supply of fuel. /

JOURNEY TO SHEERNESS. /

The Manchester Courier yesterday published an article giving what it states are the facts about the visit of a German airship to Sheerness. It says:

On Oct. 13 last year the ML 1 left the shed where it had been built for acceptance trials. The vessel was expected back at Friedrichshafen the same day. What actually happened, however, was that the airship rose from Friedrichshafen, on the borders of Switzerland, and did not descend before the aerodrome at Johannisthal, near Berlin, was reached on the following day.

According to the official version the airship, after leaving Friedrichshafen, shaped a course to the North Sea, which was reached the same evening (Oct. 13), and passed over Borkum, then turned north, and held on in this direction till the lights of Heligoland were sighted. Again the course was changed, and this time towards Schleswig-Holstein, and the vessel soon reached the Baltic Sea, passing over the war harbour of Kiel at dawn on Oct. 14. From there she turned to the south-west and came in sight of Hamburg, performed some evolutions at an immense height for the edification of early risers, and finally steered for Berlin, which was passed shortly before three p.m. The landing was made at Johannisthal a few minutes after three o'clock, after an uninterrupted flight of thirty-two hours, during which a distance of 1,065 miles was covered.

By a curious coincidence, however, some people at Sheerness testified that on the night of Oct. 13 they heard the engines of an unknown airship above the harbour. This circumstance was reported on the following morning, at which time no one in England knew anything of the German vessel's remarkable trial trip.

Assuming the Sheerness report to be quite trustworthy, it would appear that the German naval airship, after passing over Borkum, did not head at once for Heligoland, but made a digression towards the English coast, and reconnoitered the fleet base at Sheerness. If this be so, it is evident that the vessel travelled at a much greater speed than was officially admitted, for the Sheerness visit would have added at least 600 miles to the total distance. Whatever the truth of the matter may be, it is worth noting that no member of the crew of the airship would either deny or affirm that the digression had been made.

From every point of view this trip is the most remarkable in the annals of aerial navigation up to date. The efficiency of the three motors was demonstrated by the fact that they ran at high speed for thirty-two hours on and without a moment's pause or hitch. The normal fuel capacity of the x naval airship supplies for a sustained flight of 1,000 miles.

1913 February 25 (Tues) Die Neue Preussische Zeitung, pt. 2, p. 2.

Belgium--The Phantom Airship in Belgium. A Pt.-Telegram reports from Brussels, 25 Feb.: Yesterday in the area of Poperinghe, as the paper reports from there, there has been observed a large airship which seemed to come from Germany. The population was very stirred up over the visit.

England.--The Phantom Airship. The "Manchester Courier" reports the rumor that it was really a German Zeppelin which this time undertakes nightly excursions over the Arsenal. Lately the British Admiralty has been occupied with information which proves that a German manned balloon nightly flies over the North Sea, crosses over Britain and returns to Germany. It is also established that Friday night an airship was seen in Warwick and Yorkshire. Since this airship had red and green lights it is believed, according to an H-B report, that it (was) British.

1913 February 25 (Wed) Berliner Tageblatt, p.

The Airship Psychosis in England. / (Telegram from our Correspondent.) / London, 25 Feb.

To the conservative press now comes irrefutable evidence for the presence of foreign airships in England at Hull. An airship was seen over the city for an hour yesterday evening, after previously being observed over Hornsea. Great excitement reigned in Hornsea, reported the correspondent of the Exchange Telegraph Co., and great crowds gathered in the center of the city in order to observe the mysterious airship, which after about an hour disappeared in a westerly direction. In Hornsea the aerial watch also saw the airship, which,

as was immediately explained to notables among Hornsea's city officials, showed a red and a white light. Another man from Hornsea explained with precision that the airship had come from the North Sea and seemed to fly quickly westward. From Ipswich in Suffolk it is now reported also that a (fellow-visionary) saw an airship on Monday evening which operated a powerful searchlight in methodical exercises. For everyone it is determined that the airship which has carried out all these flights is the new Zeppelin. That this airship must first carry out a day-long flight through Germany does not trouble the purpose of the excited English conservative patriots. They want to have their air fleet, and are prepared to (assent and complain) a million pounds out of the pocket of the Government for it (!), which is necessary because in this, England's fate depends (!). Very reasonably said a department man (!) to a Reuters representative: "The whole mysterious airship rumor is based in the head and in the end (on) what people want to see. A Zeppelin, which manages a night trip to England, would under no circumstances show a light. The next hindrance with which it would ~~xxx~~ have to deal is the moon. Light in the cabin is all that is needed in the ship, and it can be so masked that it cannot be seen from the ~~xxx~~ ground." In no case, either, as the nervous super-patriots maintain, can the airship be English, since the "Delta" is in the airship hangar in the London Olympia (!) and "Beta" and "Gamma" are being repaired.

1913 February 26 (Wed) London Daily Express, p. 1. (Card 1)

WHOSE IS THE AIRSHIP? / MYSTERIOUS CRAFT HOVERS OVER HULL FOR AN HOUR. / SEEN BY HUNDREDS / DEFENCE COMMITTEE AND THE PROBLEM.

The strongest and most irrefutable evidence of the presence of mysterious airships in this country comes from Hull, where a strange craft hovered over the city for about an hour last night.

That this airship is the property of some Continental Power is certain. An official statement issued by the War Office yesterday affirms that of the three Army airships, the Delta is at the Aero Exhibition, while the Gamma and the Beta are being overhauled at the Royal Aircraft's factory.

Last night's mysterious visitor to Hull was first seen over the town of Hornsea, a little watering-place between Hull and Bridlington. The coastguards at Hornsea first saw a bright light about eight o'clock. It appeared to be travelling in a westerly direction. They kept it under observation through their glasses, and have reported the occurrence to the Admiralty.

OUTLINES PLAINLY SEEN.

Mr. Jameson Falconer, one of the principal residents of Hornsea, also watched it through his glasses, and says he succeeded in making out the outlines of an airship, which was carrying two lights--one white and the other red.

Another resident of Hornsea says that the craft came from the direction of the North Sea, and travelled westwards.

A little later the airship appeared over the city of Hull. Crowds of people assembled in the centre of the city and outside the Paragon Station, and watched with keenest interest the movements of the mysterious craft for upwards of an hour, when it disappeared in a westerly direction.

The airship's x lights were easily distinguishable. At times they appeared to be quite bright, while occasionally a patch of red was visible. The ship altered her course frequently, while at times she appeared to remain stationary.

The lights were first visible coming from the eastwards about 8.30 and it was an hour later before they disappeared from view.

VISIT TO NAVAL PORT.

A number of people in Portsmouth are positive that they saw a mysterious airship pass over Gosport on Monday night.

Soon after eight o'clock a very bright light was noticed in the sky in the direction of Fareham. The light approached towards Forton Barracks, where the Royal Marine Light Infantry is stationed.

Scores of people claim to have seen the light, and to have noticed it hovering over the neighbourhood of St. John's Church and Forton Barracks for about an hour.

The light was seen to turn in various directions and to move about over a considerable area.

Finally it disappeared, after making an apparently straight course in the direction of Hardway and Portsdown Hill.

Mr. Edgar Moore, of Henniker-road, Ipswich, claims to have seen the searchlight of an airship passing over Ipswich in a south-westerly direction on Monday night.

GREAT BRITAIN'S TASK.

These appearances have one pregnant lesson for the British people--and for the naval and military authorities.

That lesson is the paramount necessity for Great Britain to bring her aerial fleet up to the standard set by other countries.

That this subject is engaging the attention of not only the greatest aviation experts of the country but the naval and military authorities as well is certain. The vital problem is whether the Government will vote enough money to give us an ample margin of security. Nothing less than a vote of £1,000,000 will suffice.

At this season of the year the Committee of Imperial Defence reviews all that the foregoing twelve months has revealed concerning the progress of military science in other countries, and the ever-changing possibility or likelihood of an invasion of Britain.

The "Express" understands that the mysterious appearance of an airship at Selby, in South Yorkshire, on Friday night last is regarded by the authorities as being distinctly a factor for their consideration. The theory held by highly placed experts--in view of the official denials made in Germany concerning such a flight by a German "sewice" dirigible, and more particularly in view of the fact that the movements

of such vessels are closely watched by unofficial observers--is that the dirigible in question was one of the privately owned airships of which Germany boasts ten or a dozen.

Such a flight would have the desired effect of stimulating enthusiasm in Germany for dirigibles without committing the authorities in any way--although, unofficially, the private German dirigibles are regarded as a reserve which the army would not hesitate to use in war time.

However, the lesson of the Yorkshire dirigible's visit--whatever its ownership--has not been lost on the Committee of Imperial Defence. All that now remains is for the public to show sufficient enthusiasm to justify the authorities in making that increase in Britain's aerial service which they are believed to desire.

This point is clearly dealt with in an article printed on Page 4, by Mr. G. Maxxi Holt Thomas.

As will be seen, Mr. Holt Thomas considers even £1,000,000 too little for Britain's present need.

GERMANY'S ALIBI.
ALL KNOWLEDGE DENIED OF THE YORKSHIRE MYSTERY.
Berlin, Tuesday, Feb. 25.

German officials and German newspapers are very sarcastic about the appearance of an airship over Yorkshire on Friday night and the suggestion that it was a German craft.

It is pointed out that out of the four Zeppelin airships which might conceivably attempt a winter trip to England and back, the naval airship is at Johannistal, the Hansa is at Potsdam, the Victoria Louise is at Frankfurt, and the new military Zeppelin is at Oos, near Baden-Baden.

None of them could have reached the Yorkshire coast by nine of Friday evening /p.5/ without a long daylight flight across Ceramany and Holland, during which observation would have been inevitable.

Even if the ship had flown at its utmost height of 10,000 feet it would not have been invisible, as the consequent loss of gas would have so shortened the radius of action that a 900 or 1,000 mile flight to England and back, which at present is about the theoretical maximum for any Zeppelin, would have been impossible.

The particular ship which seems to be suspected in England, the new army Zeppelin, would have had to start from Oos about ten in the morning.

Allowing that it could average fifty miles an hour all the way, and flew as the crow flies, this airship, which started on a twelve-hour night flight on Saturday evening, flying as far as Frankfurt, where it turned back, would obviously not have been ready for such a performance if it had returned from a twenty-four-hour trip to Selby and back on the same morning.

A competent critic with whom Reuter's correspondent talked this morning pointed out that the evidence for the existence of a phantom airship depended on head or tail lights, which are alleged to have been seen by a number of persons.

The Zeppelin making a night cruise over England would not carry lights, as there is nothing nearer than the moon to come into collision with. A head and tail light are useless to those on board, lights in the cabins being all that is needed for navigating the ship, and they can be masked and cannot be seen from below.--Reuter.

1913 February 26 (Wed) Daily Telegraph (London), p. 11. (card 1)

AIRSHIP MYSTERY. /FRESH APPEARANCES REPORTED. / VESSEL SEEN AT HULL. / WATCHED BY CROWDS. / INCIDENT AT PORTSMOUTH /

Telephoning at 11 o'clock last night the Hull correspondent of the Exchange Telegraph Company states:

"Great excitement was caused here this evening by the appearance over the city of the mysterious airship previously reported as having been seen over Hornsea. Crowds of people assembled in the centre of the city and outside the Paragon station and watched with the keenest interest the movements of the mysterious craft for upwards of an hour, when it disappeared in a westerly direction.

"The airship's lights were easily distinguishable. At times they appeared to be quite bright, while occasionally a patch of red was visible. The ship altered her course frequently, while at times she appeared to remain stationary. The lights were first visible coming from the eastwards, about 8.30, and it was quite an hour later before they disappeared from view.

"Late to-night I succeeded in getting into telephonic communication with Hornsea, a quaint little watering place on the East Coast, between Hull and Bridlington, and ascertained that coastguards there had had the light of the airship under close observation for an hour or so.

"Mr. Falconer Jameson, one of the principal residents of Hornsea, informed me that on seeing the light he followed it with his glasses, and succeeded in making out the body of an airship of cone shape. The craft, so far as he could observe, was carrying two lights. The principal light was white in colour, while the other was red.

"Another resident stated that the airship came from the direction of the North Sea, and proceeded westwards at a good pace.

"The Admiralty have been advised."

SEEN AT PORTSMOUTH. / From Our Own Correspondent. /PORTSMOUTH, Tuesday

The appearance of a light from what was evidently an airship floating over Portsmouth Harbour, soon after eight o'clock on Monday evening, occasioned a good deal of excitement, both at Portsmouth and Gosport. The mysterious stranger was observed coming from the south-west. It moved over the dockyard and harbour, and then towards the Royal Marine Light Infantry Barracks, passing over the oil fuel depot tanks.

That it was an airship was deduced from the fact that the light turned in various directions, and was at times obscured by what was concluded to be the large balloon body of a dirigible. It eventually disappeared in a northern direction.

The naval authorities have had no report of any dirigible or other form of aircraft having been in the vicinity of Portsmouth at the time in question.

A VISIT TO IPSWICH /

An Ipswich telegram says: Mr. Edgar Moore, of Highfield, Henniex-road, Ipswich, reported yesterday that on Monday evening, at about half-past nine, he saw an airship manoeuvring to the west of Ipswich. He stated that it carried a powerful searchlight, and after moving about in a methodical manner it disappeared at a great speed in a south-westerly direction. Mr. Moore, who lives on the outskirts of the town, declares that several persons saw the aircraft at the same time.

THE SELBY EPISODE. /

Our Selby correspondent writes: After a search of three days, and interviewing hundreds of people, I have been able to run down an eye-witness who described the shape of the airship seen near Selby on Friday night. Mr. George Daniels, a grocer, of Riccall, some five miles from Selby, stated that between nine and ten o'clock on Friday night, he was at the village reading-room when a noise like that made by an aeroplane engine was heard. On the party going out they saw a bright light approaching, and as the airship was travelling fast it was soon right over them. The night was very clear. Mr. Daniels and the others could easily discern the shape of the craft, which he described as a long cigar-shaped envelope. The airship was using a searchlight, which it flashed in several directions. It also carried a small rear light.

Mr. Daniels was positive about the shape of the envelope, which, he says, was of dark material. The airship was going in the direction of Market Weighton and at a great rate. /

BRITISH AIRSHIPS IDLE. /

The weekly report issued from the War Office of the work of the Royal Flying Corps states that last week, "owing to Delta being at the Aero Exhibition, and to Gamma and Beta being in the Royal Aircraft Factory for inspection and overhaul, no airship ascents have been made this week," i.e., the week which ended on Feb. 23. / GERMAN RIDICULE. / From Our Own Correspondent. / BERLIN, Tuesday.

In the Press here ridicule is cast upon the suggestion that the mysterious airship reported to have been seen at various places in England came from Germany. The Tägliche Rundschau states that the company which runs the Zeppelin excursion airships once contemplated making a surprise visit to England with one of them, but eventually abandoned the project at the wish of the Ministry of Marine, "as such a joke might have had a bad end."

To-day the Hansa and the naval Zeppelin manoeuvred in the neighbourhood of Berlin for the purpose of exchanging messages by wireless telegraphy.

1913 February 26 (Wed) London Times, p. 8. (card 1)

The Reported Visits of Airships. / Capabilities of German Vessels. / (From Our Own Correspondent.) / Berlin, Feb. 25.

Most of the London correspondents of German newspapers continue to make merry over the reports that airships have been seen at night in various parts of England. Their remarks are of no interest as regards the explanation of these mysterious apparitions or as regards the need for aerial defence, but it is probably true that the capabilities of Germany's existing airship fleet are exaggerated in many quarters in England. A secret cruise from any of the places where the German airships are stationed to the English coast--to say nothing of an additional inland voyage--and back to Germany is at the present time extraordinarily improbable. There are, apparently, only three Zeppelin airships which could perform the voyage at all from Berlin or from Baden-Baden and back, and none of them could perform it between sunset and sunrise. Even if secrecy could be guaranteed on this side of the North Sea--which is improbable in peace time--the airship would be sighted either in England or at sea. Even if such an adventure were practicable, it would seem to be extraordinarily unattractive and to involve many risks without offering any gains. It is pretty certain that before, if ever, a German airship visits Yorkshire in the dead of night and the authorities publish either no reports or false reports about its movements there will have been a great deal more cautious practice in harmless overseas cruises.

As regards the new military Zeppelin called Ersatz ZI, which is at present undergoing trials, especially of her new wireless telegraphy apparatus, there is no reason to doubt that during the whole of Saturday night she was cruising between Baden Baden, Frankfurt-on-Main, and Karlsruhe, being all the time in wireless communication with Karlsruhe. Nor is there any reason to suppose that either the Hansa or the new naval airship has been far away from Berlin. These two ships made flights here this afternoon, and exchanged wireless messages with one another and with the Johannistal station.

Bright Lights in the Air.

It is reported from several quarters that bright lights, presumed to be those of airships, were seen in the air on Monday night and last night.

On Monday night, about 8 o'clock, a bright light was seen moving over Gosport. Although no sound of machinery was heard and nothing seen of the envelope of the vessel it is believed that the light was that of an airship which remained at a great height.

Mr. Edgar Moore, who lives in the western part of Ipswich, declared yesterday that with several friends on Monday evening he saw an airship manoeuvring to the west of town. The airship had a large searchlight, and after various manoeuvres had been executed the vessel proceeded in a southwesterly direction. He added that it was at too great a height for its outline to be clearly seen.

It is also stated that an airship, with a bright light, was seen by the coastguard over Hornsea between eight and half past last night.

sailing in a westerly direction.

There was considerable excitement at Hull last night owing to the appearance over the city of what was believed to be the airship which had previously been seen over Hornsea. Crowds of people assembled in the center of the city and outside the Paragon Station and watched the movements of the craft for over an hour, when it disappeared in a westerly direction. The lights of the vessel were easily distinguishable. At times they appeared to be quite bright, while occasionally a patch of red was visible.

1913 February 26 (Wed) Manchester Guardian, p. 6. (card 1)

THE "GERMAN AIRSHIP" SCARE / Incredulity in Berlin / "John Bull's Powers of Seeing Visions" / ~~XXXXXX~~

The accounts of the latest German airship scare in England are being received in Berlin with profound amusement, although the German newspapers are too much used to stories of phantom airships showing green and [red] lights over English cities to comment on the subject beyond sarcastic headings or a [brief] tribute to John Bull's long-unsuspected powers of seeing visions. It is pointed out (says Reuter's correspondent) that any out of the four Zeppelin airships which might conceivably attempt a winter trip to England and back the naval airship is at Johannisthal, the Hansa is at Potsdam, the Viktoria Luise is at Frankfurt, and the new military Zeppelin is at Oos, near Baden-Baden. None of them could have reached the Yorkshire coast by nine on Friday evening without a long daylight flight across Germany and Holland, during which observation would have been inevitable. Even if the ship had flown at its utmost height of 3,000 metres (nearly 10,000 feet) it would not have been invisible and the consequent loss of gas would have so shortened its radius of action that a [900] or 1,000 mile flight to England and back which at present is about the theoretical maximum for any Zeppelin, would have been impossible. The particular ship which seems to be suspected in England, the new Army Zeppelin, would have had to start from Oos about ten in the morning, admitting that it could average fifty miles an hour all the way and flew as the crow flies. This ship which started on a twelve-hour night flight on Saturday evening, flying as far as Frankfurt, where it turned back, would obviously not have been ready for such a performance as it had returned from a twenty-four-hour trip to Selby and back on the same morning.

A competent critic with whom Reuter's correspondent conversed yesterday morning pointed out that the evidence for the existence of a phantom airship depended on the head or tail lights which are alleged to have been seen by a number of persons. The Zeppelin making an illicit night cruise over England would not carry lights, as there is nothing nearer than the moon to collide with. A head and tail light are useless to those aboard, lights in the cabins being all that is needed for navigating the ship, and they can be masked so that they cannot be seen from below.

MORE MYSTERIOUS AIRSHIP REPORTS.

Mr. Edgar Moore, of Henniker Road, [Ipswich], reported yesterday that on Monday evening at about half-past nine he saw an airship manoeuvring to the west of Ipswich. It carried a powerful searchlight, and after moving about in a methodical manner it disappeared at a great speed in a south-westerly direction. Mr. Moore, who lives on the outskirts of the town, declares that several persons saw the aircraft at the same time.

It is also reported that an airship carrying a powerful light appeared on the Gosport side of Portsmouth Harbour on Monday night. It could not be easily distinguished, nor could its machinery be heard, as it was high in the air, but policemen and others declare that the light manoeuvred about so that they had no doubt about the presence of an airship. It came from the north, and after hovering above [about] the Marine Barracks returned in the direction it came.

A LIGHT OVER HULL.

A light thought to be that of an airship is reported to have been clearly observable over Hull last night. Its movements were followed by ~~xx~~ for half an hour by pedestrians in the centre of the city. The light was also seen by coastguards and others at Hornsea.

1913 February 27 (Th) Berliner Tageblatt, p. (card 1)

The Consequences of the English Phantom Airship / A Propaganda Campaign over the Mystery of the Air--"A Million Pounds for Air Weapons." / (Telegram from Our Correspondent.) / London, 27 February.

The mystery of the airship, which for some days past has by night crossed over various parts of English territory, has not been solved. The eyewitness accounts have always been full of contradictions, and when newspapers asked astronomers to explain, they could not agree whether it was an airship or else a star which was seen. People should only be a little better observers. Every time this airship, which came from Germany and went back there, disappeared in the east, while Venus moved to the west. Psychologists also have been asked by the newspapers about the exciting mystery, and they have enlarged themselves very wisely on self-deception and the like. The Berlin correspondent of the "Times" finds the whole story very unfortunate and naturally charges the German press [to declare] that it is a fully harmless thing or (crass) senselessness built up by a few people in a state of panic or nervousness in England. The man has read a small part of the German press, or none at all of the English, or else he would know where the excitement is; but then it is known that in general the man has not taken the truth far enough. Since the observations were made at places seemingly far removed from one another at the same time, the "Daily Telegraph" came to the conclusion, after an investigation into the airship crisis, that perhaps now it is again as it was two years ago, more people have made an attempt to interest the ~~press~~ public in airship travel by sending up lighted models. The next to last airship panic [came down to this.] Major Sykes of the

Royal Flying Corps took moreover the present excitement as the starting-point for a meeting on military airship travel in the Aeronautical Society which he addressed yesterday evening. He declared: "Great Britain is no longer an island. Since Nelson defeated the united fleet at Trafalgar, Great Britain has held the mastery of the sea in hand and an invasion was always improbable, if not even impossible. But the airplane has destroyed the inviolability of the English air." In the near future Sykes stated, there was already the [Bright] airplanes which make 192 mph. He [showed] a war plane which carries the pilot and his copilot, also a bombardier and observer, and makes 160 mph. He showed a troop transport plane which carries troops, provisions and munitions and five times a day travels back and forth over a stretch of 50 km. "The nation," said Sykes, "which commands the air at the beginning of a war wins the struggle. If a nation which rules the air begins a war against England, [England] can never hope to make good any harm against it [?]. To strike the first blow, by him which has mounted into the air, and who has won unconditional mastery of the air, will probably be attempted before the first ground operations begin. The warplanes naturally have [greater] hardships to suffer in the whole matter. In France the whole nation is interested in it, in England it is no different. Without interest of the public nothing can be done. With the support of the public will England gain first place in the air as it now has on the sea." So says Major Sykes. [He has given something to think about.] The performance of English fliers is at present poor, as was seen in the Great Aviation contest which the "Daily Mail" sponsored. Sir John French, the chief of the general staff, therefore said at the conclusion of Sykes' ~~address~~ address that it is undeniably necessary for general staff officers to be instructed in aviation, and the general staff will seriously concern itself with this question. In the "Daily Express" is made in this connection a motion for establishment of a sum of at least 20 million marks to [support] military aviation. 1913 February 27 (Th) Journal des Debats, p. 2.

Holland. / Rumors of German Espionage.

The Journal des Debats has published in due course the news that the German steam yacht *Porthos*, after having stayed here and there in Dutch waters... has been followed to *Tuident* [?] by the Dutch torpedo boat *GIII*....

About the same time it was reported in the newspapers of Bois-la-Duc that there passed over the Noord-Brabant six dirigibles, all carrying the German flag and ascending in passing. This incident has produced a definite commotion and confirmed the suspicions of espionage which [have come to light.]

(Berlin newspapers published a letter from the captain of the *Porthos* saying he wasn't spying, but was blown off course while on a pleasure cruise.)

1913 February 27 (Th) London Daily Express, p. 1.

INVASION BY AEROPLANE. / THE STRANGE LIGHTS ON THE EAST COAST.... NIGHT LIGHTS OF THE AIR. / MORE EVIDENCE IN DIFFERENT PARTS OF THE COUNTRY.

The presence of a mysterious airship in the south of Yorkshire has set people all over the country seeing serial night visitations.

Mrs. Case, the wife of a caretaker at *Raxham* Portishead, near Bristol, says she saw an airship on Tuesday night, which carried a strong blue light.

Several people in Plymouth declare they distinctly saw the outline of a great shadowy shape circling over the town in the dusk on Tuesday night.

The crew of a steam trawler off Grimsby say they saw an *airship* on Tuesday night. Several people in the Norfolk watering-place of Hunstanton also believe they saw one.

The interesting theory is put forward that the lights which so many people claim to have seen were those shown by airships owned by private firms in Germany, and that the lights were shown purposely to attract attention.

When attention was publicly called to the lights the pilots and owners of the vessels would know the towns over which they passed and which they would, of course, have been unable to distinguish in the darkness.

"MONSTROUS SUGGESTION." / Cologne, Wednesday, Feb. 26.

In a long telegram to the "Koelnische Zeitung" its Berlin correspondent points out that the fastest German airship, the L.I., would take twelve hours to get first from Friedrichshafen to the North Sea coast.

In any case, he adds, care would be taken to show no lights if such a secret visit were undertaken.

The telegram concludes with an expression of regret that neither English experts nor the British government, who must be aware of the facts, have yet attempted to rebut such a monstrous suggestion as that the mysterious visitors are German craft.--Reuter.

1913 February 27 (Th) Daily Telegraph (London), p. 12. (card 1)

AIRSHIP MYSTERY. / MORE "APPARITIONS." / NO DEFINITE EVIDENCE. /

The mystery of the supposed airships which have appeared at various places in Yorkshire and at Portsmouth and Ipswich is no nearer solution. That something which a large number of people took to be a dirigible was seen to manoeuvre over Hull on Tuesday evening about half-past eight to half-past nine there seems no reason to doubt. Shortly before that the craft had been reported over Hornsea, a village between Bridlington and Hull, about fifteen miles from the latter port, and it is interesting to note that one observer asserts that he actually made out its cone-shaped body.

We now hear from a correspondent at Hunstanton, in Norfolk, that on Tuesday night, about 8.30, a postman while walking from Old Hunstanton "saw three bright lights approaching rapidly from the eastward at a considerable height." It is said that his statement "is verified by numerous reliable residents." The body of an airship was not discernible, but the lights, "which attracted considerable attention," remained in view for some thirty minutes hovering over the town. They finally disappeared seaward in a north-westerly direction. Similar lights, it is added, were observed on Wednesday and Friday last.

Now it is quite obvious that if the apparition seen at Hull and Hunstanton were really aircraft they could not be one and the same vessel. Even dirigibles, speedy as they may be, cannot be in two places at once, and as Hull and Hunstanton are seventy miles apart as the crow flies, it is tolerably clear that the object, whatever it was, could not have been over both towns at the same hour, namely 8.30 p.m.

Much the same remarks apply to the airships which are alleged to have been seen over Portsmouth and Ipswich "soon after eight o'clock" and "about half-past nine" respectively on Monday evening. The distance between the two towns is some 180 miles, and no airship yet produced could travel from one place to the other in an hour and a half or less. It is doubtful whether the fastest aeroplane in existence could do it, even under the most favourable conditions.

There is, in fact, no trustworthy evidence to hand that these objects were airships at all. In aviation circles it is suggested that some persons are engaged in an attempt to interest the public in the aeronautical problem by sending up illuminated kites or model aircraft which have been mistaken by persons with vivid imaginations for the real thing. As will be remembered, the airship "scare" engineered a year or two ago was effected in this manner. / APPEARANCE AT GRIMSBY. / From Our Own Correspondent. / GRIMSBY, Wednesday Night.

Very strong evidence is adduced that the Grimsby district was visited on Tuesday night by the mysterious airship. It was first seen at Waltham, near Grimsby, where the Government have an important wireless station. It was noticed about nine o'clock, and came out of the north-east.

Mr. Sid Hartland, a local gardener, states that he saw the airship approach until it seemed to be over the centre of Waltham, and a search light was brought into operation. Seen through powerful night-glasses the searchlight appeared to have a red centre, with a white rim. There is no regular searchlight in the district.

The crew of the Grimsby trawler *Bermuda* state that they saw a moving light whilst coming up the Humber. It was at a great altitude when first seen, but later on descended some distance, and then went up again. It hovered above the pier for a few minutes, and afterwards disappeared in the direction of the Yorkshire coast. There may be no connection between this and the light near the Grimsby Pier, but it is significant that at present a wireless station is in course of erection there for the Admiralty. / OTHER REPORTS. /

Mr. James Case, caretaker of the recently dismantled battery at [Portishead], on the Somerset coast, yesterday reported to the military authorities at Bristol that whilst in his absence his wife was locking the gates on Tuesday night, at about eight o'clock, she was startled by a strong blueish light which she believed came from an airship. The light travelled slowly in a westerly direction. No Bristol aeroplane was flying at the time. /

Writing under date Feb. 25, from Laverton, near Broadway, Worcestershire, a Correspondent says: At 8.30 last (Monday) night a farmer's son and daughter were driving home from Broadway in this westerly direction when they saw what was evidently an airship flying towards them. It carried a brilliant light, and appeared to be travelling very rapidly. It came from the direction of the Bristol Channel, circled over Broadway, and passed them again, flying rather to the north-west, possibly to Gloucester; so it skirted the Vale of Evesham. You may hear of this x from other correspondents, and this will, perhaps, help to confirm their statements. / ARMY AIRCRAFT. / ...

VESSLS NOT GERMAN. / COLOGNE, Wednesday. In a long telegram to the *Kölnische Zeitung* its Berlin correspondent refutes the inferences of some of the English papers that the mysterious airships alleged to have been seen manoeuvring over various English towns at night are German craft. He points out that the whereabouts of all German airships is widely known, that their movements are reported in the Press, and that it would be impossible for one of them to travel to England and back without being seen by a single soul while passing over the most thickly populated part of Europe.

Even the length of a winter night would be insufficient for such a journey. The fastest German airship, the L 1, would take twelve hours to get from Friedrichshafen to the North Sea coast. In any case, moreover, care would be taken to show no lights if such a secret visit were undertaken.

The telegram concludes with an expression of regret that neither English experts nor the British Government, who must be aware of the facts, have yet attempted to rebut such a monstrous suggestion. / Reuter. /

1913 February 27 (Thurs) London Times, p. 6. (Card 1)

Airship Rumours. / Germany and the Recent Reports. / An Official Disclaimer. / (From Our Own Correspondent.) / Berlin, Feb. 26.

In German official quarters it is stated most emphatically that the mysterious aerial apparitions in England cannot possibly have proceeded from Germany. The German Government seems to be really anxious to disprove of all the legends on this subject, and is inclined to treat the

matter as a potential peril to Anglo-German relations. The *Cologne Gazette* declares to-night that no German military or naval airship has ever visited England, and that no cruise of a German ship has been the cause of any of the rumours. This is undoubtedly an official denial which ought to be accepted as such.

The writer of the inspired article goes on to prove that a secret cruise to England and back is an impossibility. He observes that the location of all German airships is known, that their movements are published, that thousands of people see every cruise, that any German ship which could be in question would have to pass over the thickly populated districts of Belgium and Holland, as well as of Germany; supposed to be those of an airship, which were seen over various parts of England on Tuesday night. According to some accounts the shape of the vessel could be discerned and the noise of its motor heard.

It is declared in Liverpool that what was believed to have been an airship was seen in the district again on Tuesday night. It will be remembered that a similar report was made about two weeks ago. A resident in the neighbourhood of the Old Swan tramway terminus stated yesterday that he saw a bright light in the sky on Tuesday night. The supposed aircraft was seen from 8.15 to 9 p.m., and disappeared in the direction of Seaforth. The observers declare that they distinctly heard the throbbing of a motor and the whirring of a propeller. When first noticed the vessel was at a great height, and its light was taken for that of an exceptionally bright star. This assumption was, however, completely dispelled when later the form of the vessel could be seen. It circled over the district at a great speed before finally heading away towards the north end of the city.

A Hunstanton message says that about 8.30 on Tuesday night a postman walking home from Old Hunstanton saw three bright lights approaching rapidly from the eastward at a considerable height. His statement is verified by numerous residents. The body of the airship was not discernible, but the lights, which attracted considerable attention, remained in view for some thirty minutes. They finally disappeared seawards in a north-westerly direction. Similar lights were observed on Wednesday and Friday last.

At Grimsby, it is stated, numerous persons both heard and saw the airship over the town and port. It was first traced from the Humber by the crew of the steam trawler *Bermuda*, who watched its bright white light pass towards the town, descend, and rise again until it disappeared in the direction of Hull. The fishermen reported the occurrence immediately on entering the port. At Hull the view is expressed that what was seen on Tuesday night was a star, but on the other hand it is pointed out that the light moved. The opinion is also given that the light was the military searchlight at the mouth of the Tees.

Aerial Defense (letter). Siry—While, in default of more convincing evidence, there is no reason to be alarmed at the vague reports that, even in winter, a cruise to England and back could not be accomplished between sunset and sunrise, that a ship engaged on a secret mission would not have lights, and that, apart from all the difficulties and risks, Germany could have nothing to gain whatever by such an adventure, which would, at most, provide only material for the agitation against Germany.

It will be seen that these arguments, which doubtless proceed from the German naval and military authorities, coincide almost completely with the observations which I telegraphed last night without any consultation with the German authorities.

As the German authorities are now paying so much attention to the subject, they may do well to observe that it is the German and Russian Press which exploits every, either innocent or ignorant, suggestion in England in order to show that England is in a perpetual state of nervousness or panic.

...[German naval arsp has accident; several pilots killed in Germ.]

The Reported Lights.

Further statements were made yesterday as to the bright lights, of mysterious airships hovering over the country at night, yet such stories draw attention to a matter of utmost importance to this country, a matter which most of those who discuss our defenses are apt to ignore.

Even with a strong army and navy, the risk of aerial attack is now a threat. A few years ago airships were few and incapable of an invasion; now Germany and others are building real aerial fleets. 1500,000 invested in airships in Germany, for maybe twenty new vessels, with speeds over fifty miles per hour, and can carry two tons of explosives and machine guns, and can cruise 24 hours. France building eight equally good. These might attack London, etc., and currently couldn't be stopped by airplanes—War in the Air by H.G. Wells.

England is not warlike and doesn't want attack ships, but needs to concentrate on defense against aerial attack. This is more important than a new dreadnought or 50,000 new men. A hundred airplanes or 12 new dirigibles may make the difference between peace and defeat.

B. Baden-Powell, Major.

1913 February 27 (Th) Manchester Guardian, p. 6.

(CARD 1)

GERMANY'S AERIAL FLEET. / THE "MENACE" TO OUR NAVY. / To the Editor of the Manchester Guardian.

Sir,—A great part of the press of this country has lately devoted a large quantity of space to accounts and rumours of visits to these shores by dirigible airships, presumably German. In your columns reference to the matter has been confined to your London correspondent's invitations to the Germans to make their visits in the daytime without fear of the Aerial Navigation Act and with the assurance of a pleasant welcome, and to a repetition of German denials of such visits. Now the statement of Reuter's correspondent that "out of the four Zeppelin airships which might conceivably attempt a winter trip to England and

back the naval airship is at Johannisthal, the Hansa is at Potsdam, the Viktoria Luise is at Frankfort, and the new military Zeppelin is at Cos, near Baden-Baden," may be perfectly true, and your argument, based on the accuracy of the statement, that "none of them could have reached the Yorkshire coast by nine on Friday evening without a long daylight flight across Germany and Holland, during which observations would have been inevitable," is doubtless irrefutable. But, sir, I would draw your attention not to reports of the actual accomplishments of German airships but to the infinitely more disquieting rumours as to German air-mastery and British defencelessness.

Will you permit me to ask quite bluntly whether it is true or whether there is reason to believe

a) That Germany possess 12 State-owned dirigibles and 250 war aeroplanes, and in addition ten privately owned dirigibles. That a great proportion of these dirigibles are capable of making flights across the North Sea and back without taking fresh fuel on board;

b) That Great Britain possess only three dirigible and 30 aeroplanes, and that these aeroplanes are not equipped with guns capable of destroying a German dirigible;

c) That the freight-carrying capacity of the German dirigibles is such that within eight hours after the making of a signal in Berlin anything between 40 and 100 tons of high explosives could be dropped simultaneously at twenty different selected spots in England;

d) That there are 300 airships in course of construction in Germany capable of carrying five tons of war material?

These statements, which have the authority of the military correspondent of the "Standard" and of many leading articles in the press, seem to me to demand either admission, refutation or straightforward correction. The country will not be satisfied with a reassurance that the Admiralty has the matter in hand. The War Office has the Territorials in hand, and look at them! The country will not be satisfied with a Liberal expression of conviction that Germany could not possibly be so wicked or so foolish as to wish to attack us. The country is entitled to know how far, in the event of Germany becoming wicked and foolish, that country's capacity for attack in the air exceeds our capacity for defence. The public knows the relative strength at sea; it is entitled to know the relative strength in the air.

The matter concerns party politics very little. Still there must be very many men like myself who, with a strong dislike of party, have broad Conservative sympathies and yet considerable respect for Liberal opinion in the matter of Free Trade and the desire for European peace. Only, we realise that beneath the blarney and jingoism of the Conservative party there is the party's deep feeling that the last misfortune is a defeat by Germany, to avoid which we, as Conservatives, would sacrifice whatever was demanded, even if it were the whole of our domestic legislative programme. We lack the full extent of possible sympathy with the Liberal party, we are alienated from Liberalism by some uncertainty as to the depth of Liberal conviction in this matter of national safety. There is the uneasy feeling that the Liberal view as to what constitutes a reasonable margin of national supremacy at sea and of safety in the air is capable of being modified according to the calls upon the national purse of domestic and more grateful legislation. The country is not perfectly assured that there is not, at the back of the Liberal idea as to what constitutes national safety, some temptation to play with the theory that a defeat by Germany would still, if the price of avoiding it were prohibitive owing to the entailed sacrifice of domestic legislation, simply serve to brace up the country and endow it with a higher and nobler moral. The defeat of France by Germany admittedly made a new France. The country is surely entitled to know that Liberalism as well as Conservatism is not tempted to consider a new England on those terms.—Yours, &c.

James E. Agate. / 15, Minshull Street, Manchester, / February 26.
THE PLANET VENUS RESPONSIBLE. / To the Editor of the Manchester Guardian.

Sir,—I am glad to see the sensible message on the "German airship" scare, affording absolute proof that it is impossible for any German aircraft to have been manoeuvring over this country during last weekend. It is lamentable that the English people are so easily led away by scare headlines, and one can readily understand the amusement created in Berlin. On examining the various reports which have been published during the past few weeks it is easy for one to discover the origin of the "scare." No actual craft, seemingly, has ever been seen, but only its headlight, and no sound of propelling machinery has ever been heard. The headlight has been seen, with one or two exceptions, always in the western sky, and the exceptions may not improbably be due to ignorance of position on the part of the observers.

When will those interested learn that all these circumstances point unerringly to the fact that the so-called "mysterious airship" is nothing more nor less than the planet Venus approaching greatest easterly elongation, when it must of necessity appear in the western sky in the evening as an extraordinarily brilliant object? The sudden disappearances of the light can be accounted for, of course, by temporary obscuration by wisps of cloud. As regards the reports of the alleged manoeuvrings of the airship, if the actual sources of thereports could be got at I think it would probably be found that the intricate manoeuvrings would degenerate into a simple steady movement towards the west. I gave expression to these opinions at a public meeting a few weeks ago, and as a result I confirmed then the opinion I had formed a long time before, that a very small percentage of people indeed are acquainted with the apparent diurnal movement of the heavens, due, of course, to the actual axial rotation of the earth. In a few weeks Venus will have got past inferior conjunction with the sun, and if the English people have not appreciated the truth we shall then have another series of "mysterious airships" appearing in the early morning in the eastern sky.—Yours, &c.

27, Turnbull Road, Longsight, Manchester, 26th February.

William Porthouse.

"E. J. P." writes—The reports of mysterious lights on the Yorkshire coast remind me of a strange experience in the neighbourhood of Robin Hood's Bay some ten years ago. A friend, who rented a cottage in the "Bay," had walked with me along the coast to Hayburn Wyke, and in the dusk we started on our return journey by a route which curved inland. When a mile or so from the village of Thorpe and facing a valley, which seemed to be about two miles away, we saw a point of light which seemed to swing slowly right across the valley and then swing back again to the position from which it had started. The light was like a fairly bright star, and it seemed as though it were fixed to the lowest end point of a gigantic invisible pendulum. The distance apparently travelled on each swing was about two or three miles. We stood watching the phenomenon for half an hour, and the more we tried to account for it the more puzzled we grew. We finally agreed that the illusion must have been caused by shifting mists in the valley, though I don't think we felt that this theory really squared with all the appearances—for instance with the remarkable regularity of the swings.

1913 February 27 (Th) Neue Preussische Zeitung, pt. 2, p. 2.

England.

—What is the "Phantom Airship"? On the English fantasy of the nightly appearance of German airships over the English island realm writes the correspondent of "Heer und Politik" in Paris: Recently a new French airship from (Top Elément-Bayard) has made a long (aerial) journey from Paris to northern France as far as the coast, etc., not only by day, but also by night. Why should this airship not stray intentionally or unintentionally into England? Or why should not, as has been said already, the whole "airship" story in general be founded on a fantasy, this English (disorder) of night trips of a phantom-manned airship seen out from the coast as it flew at a great height over the (Bristol) canal? This view, which is affirmed by reasonable French, moreover, rests on no error, so it can be said with certainty: the English "phantom airship" is neither a German Zeppelin nor a French Elément-Bayard. That the firm did not give out this explanation, and that the French newspapers, which doubtless know about the matter, themselves remain silent about the events, leaves little room for wonder that France's understandable self-interest in it is that in England the alarm over German armaments (will) continue to grow.

Fri. Feb. 28, pt. 2, p. 2.

—The German phantom airship. An H-B Telegram from London, 28 Feb., announces: The report given by the air watcher to the admiralty of the observation of airships has led the marine administration to relate that on Monday no English balloon went up. It was thus known that only a foreign airship acted. The captain of the steamer "Arcadia" declared that Monday at 5 in the afternoon he saw an airship at Sandu (I) Island. Yesterday evening at 9 o'clock an airship was again seen in the English sky. These reports have been quite alarming to the government.

Feb. 28 - Berliner Tageblatt, London Times - See p. 294.
1913 February 28 (Fri) Daily Telegraph (London), p. 12 (card 1)

AIRSHIP MYSTERY. / A GAMEKEEPER'S FIND. / FIRE-BALLOON ON A MOOR. /

It looks very much as though the great airship mystery has been cleared up, at least so far as the strange apparitions which are said to have hovered over certain places in Yorkshire are concerned.

As is well known to most people, a well-constructed fire-balloon, such as can be purchased for a few shillings from any of the firms dealing in pyrotechnical goods, is capable of travelling long distances in a favourable wind; in fact, its range is practically limited only by the quantity of methylated spirit, the heat from which gives it its power of ascension, which it can carry.

Last night we received the following telegram:

From Our Own Correspondent. / LEEDS, Thursday Evening.

The discovery of a fire-balloon right in the centre of the district of East Yorkshire where the aerial lights were seen was made known to-day to a reporter from Leeds. The balloon was picked up on Houghton Moor by a gamekeeper in the employment of Colonel Longdale, of Houghton Hall, while on his round on Sunday morning, and, on his afterwards hearing of a conversation about the presence of airships in the vicinity, he recalled the discovery, saying he should not be at all surprised if the fire-balloon were the key to the mystery. The balloon was as big as a 36-gallon cask, resembling those sent up at gales. It would easily have been seen at Selby, sixteen miles from Market Weighton, where the aerial lights were, as is alleged, visible to a solicitor.

It has been suggested that fire-balloons have been sent up by Germans living in various parts, with the view of hoaxing the English people. Be that as it may, the gamekeeper's story has apparently laid the aerial ghost, and the country people all round are making merry over the fact. /

While this telegram does not dispose of the reported appearances at Hull and elsewhere on Tuesday night, it is quite likely that the practical joker who sent up the fire-balloon found on Houghton Moor also despatched others on their deceptive mission on earlier or later evenings.

As we said yesterday, there is no evidence that any real airships have been seen, with the exception of the one at Sheerness, the appearance of which Mr. Churchill recently confirmed in a reply to the House of Commons. /

The steamer Orcadia, on arrival at Kirkwall yesterday afternoon from the North Isles of Orkney, reported that an airship was seen at five p.m. off Sanday Isle on Monday.

HOAX AT HARTLEPOOL.

A West Hartlepool correspondent writes: Whilst the Corporation Finance Committee were busy with the annual estimates a member entered the room in a state of suppressed excitement, and, whispering to two or three others, took them outside. Other members, their curiosity aroused, followed. Soon the room was empty, and the whole committee were standing in the roadway gazing intently to the westward. Some averred that they saw an airship, and it was only after an excited argument that they were convinced it was the planet Venus.

Various other vague reports are to hand. For example, early on Thursday morning several people "observed a large searchlight" in the sky over Portland Harbour, and "distinctly heard the buzzing of a propeller, evidently from an airship." After a time the light was extinguished.

A police-constable stationed at Hucknall, Noits, reported that yesterday morning, about two o'clock, he saw an airship showing a powerful searchlight, travelling from the direction of Nottingham northwards towards Mansfield. His story was confirmed by a number of colliers leaving the night shift at Linby Colliery. A similar story came from Papplewick, witnesses stating that they watched the light travelling for five minutes, when it disappeared. A mix police sergeant on duty in the same neighborhood, however, declared to a representative that the airship was a myth. "I saw a brilliant star to the north," he said. "It was very low down, and the clouds drifting rapidly across it gave it the appearance of a brilliant light travelling in the sky."

1913 February 28 (Fri) Manchester Guardian, p. 4.

AIRSHIPS BY NIGHT. / To the Editor of the Manchester Guardian.

Sir,--I was passing along Moseley Road, Fallowfield, about three weeks ago at 6.30 p.m. when a lad excitedly called my attention to "an airship." There was a bright light in the sky about 20 degrees above the horizon and almost due south from where I was.

My first thought was: "It cannot be an aeroplane because it moves too slowly; it cannot be an airship because there is no hull visible. It certainly was not a planet. I doubt if it could have been mistaken for one even if it had been stationary, but the most noticeable thing about it was its steady movement to the right, exactly that of a drifting balloon. During the five minutes or so that I watched it its position changed from south to west-south-west, and it became perceptibly dimmer and more distant.

I concluded that the light was carried by a toy balloon which had probably been sent up by someone wishing to enjoy himself at the expense of the "jumpiness" of his fellow-citizens.—Yours, &c, E.G. HERBERT.

89, Northen Grove, West Didsbury
Manchester, February 27.

1913 February 28 (Fri) Manchester Guardian, p. 7.

THE STRANGE LIGHTS IN THE SKY. / FIRE BALLOON DISCOVERED.

An under-gamekeeper on the Houghton Hall estate, Market Weighton, Yorkshire, found a fire balloon on the moor on Sunday morning. It was still half inflated and about four feet in height. The fuse, which was dry, seemed to have been extinguished not long before the discovery was made. The finder, when questioned about the matter yesterday, declared, says the Yorkshire "Evening Post," that the balloon was exactly like those sent up at galas. He deflated it, wrapped it up, and carried it home.

Possibly the lights seen in different parts of Yorkshire during the nights of last Friday and Saturday are explained by this discovery.

A letter from a Manchester correspondent, which appears on page 4, gives an account of how his attention was recently called to a fire balloon by a boy, who believed that he had seen an airship.

POLICE SERGEANT AND AN AIRSHIP REPORT.

Yesterday's airship report came from Hucknall, Nottinghamshire. A constable states that in the morning about two o'clock he saw an airship showing a powerful searchlight travelling from the direction of Nottingham northwards towards Mansfield. His story was confirmed by a number of colliers leaving a night-shift at Linby Colliery. A similar story is told at Papplewick, a village near by. People there say they watched a light travelling for five minutes, it then disappeared; but a mere matter-of-fact police sergeant on duty in the same neighborhood declares the airship a myth. Speaking to a correspondent, he says: "I saw a brilliant star to the north. It was very low down, and the clouds drifting rapidly across it gave it the appearance of a brilliant light travelling in the sky."

1913 March 1 (Sat) Daily Telegraph (London), p. 9.

AIRSHIP HOAX. /

The discovery of a fire balloon on the Yorkshire moors has been verified by others than the undergamekeeper of Colonel Longdale, of Houghton Hall. It was, the gamekeeper states, in blue and yellow stripes, and he has kept it in his cottage as a relic of what he regards as a great hoax.

Further investigations have led to the discovery that several fire balloons have been bought at Leeds, and the shopkeeper who sold them admitted on being questioned that it was strange that at this time of the year purchase of the kind should be made. It has also been ascertained that box kites have been sent up freely of late in Yorkshire, and these, it is suggested, may have been lighted. One spectator, Mr. W. Appleyard, of Leeds, declares that when on a tramcar within a short distance of the Leeds city football grounds on Thursday

night he and others distinctly saw an airship. It is, moreover, regarded as a new derelict fire balloon, and the fire balloon theory is now considered to have solved the mystery.

1913 March 1 (Sat) Manchester Guardian, p. 9. (cont'd)

SEEING AIRSHIPS. / "EVERYBODY'S DOING IT."

Every day new reports arrive of more airships (or "the airship") having been seen. It has been seen in all parts of the British Isles from the Orkneys to the Bristol Channel. On Tuesday night, for example, it appeared in Yorkshire, in Lancashire, in the Midlands, and in the South. From the following statement, in which the places of appearance and what appeared are set out under the days whereon the "airship" was observed, no conclusion can be drawn except that nearly a score of airships are flying over England by night or that not one is doing so, for there is no reason why the evidence for some appearances should be accepted and that for others rejected.

FRIDAY.

- Scarborough (searchlight seen and engine heard).
- Bridlington (lights and dim shape seen).
- Selby (long cigar-shaped body, searchlight, and other lights seen; noise of motor heard).
- Hunstanton (rapidly moving lights seen).

SATURDAY.

- Scarborough (lights and dim shape seen).
 - Corbridge-on-Tyne (lights seen).
- MONDAY.
- Sanday, Orkney Isles (airship seen).
 - Witherness (lights and, by help of the lighthouse, body of vessel seen).
 - Portsmouth (lights seen).
 - Ipswich (ordinary lights, powerful searchlight, and body of the vessel seen; throb of engine heard).

TUESDAY.

- Hornsea (white and red lights and cone of airship seen).
- Hull (lights seen).
- Grimsby (lights and dim shape seen).
- Leeds (bright light and dim shape seen).
- Seaforth, Liverpool (bright light and outline of vessel seen; whirring of propeller and throb of engine heard).
- Portishead, Somerset (lights and outline of airship seen).
- Castle Donington, Derbyshire (lights seen; engine heard).
- Dover (lights seen; engine heard).
- Hunstanton (bright lights seen).

WEDNESDAY.

- Portland Harbour (dazzling searchlight and clear outline of airship seen; sound of propeller heard).
- Hyde (flicking lights and long, dark, moving object seen).
- Romiley (nine distinct flashes of vivid searchlight seen).
- Avonmouth, Bristol (two lights seen).

THURSDAY.

- Hucknall, Nottinghamshire (airship and powerful searchlight seen).
 - Kirkcaldy and Rosyth (brilliant light and dimly outlined airship seen).
 - Liverpool and New Brighton (bright lights and dim shape seen).
 - Ardwick, Manchester (two head lights and a tail light seen).
- Fire Balloons Found.

SUNDAY.

- Market Weighton, Yorkshire (half deflated, with fuse burnt out).

FRIDAY.

- Seacombe, Cheshire (undamaged, with all fuel consumed).

THE MYSTERIOUS LIGHTS. / WHY SHOULD GERMANY SEND AIRSHIPS HERE? / (FROM A CORRESPONDENT.) / Berlin, February 26.

Some time ago the company which still owns the two Zeppelin cruisers, the Hansa and the Victoria-Luise (the Government itself owns only three, the Z 1, the Z 2, and the Naval Airship 1), was said to be planning a single journey over to England. The plan was dropped, however, at the request of the Admiralty. The general impression here is that these scares are being skilfully used by a certain group of "patriots" to hurry on the construction of an English air fleet. It is likely, it is asked, that the German authorities would help on this propaganda by allowing a midnight flight of its own Zeppelins over English territory?

NEED FOR COMMON SENSE.

(Reuter's Correspondent.) / Berlin, Friday. The "Kölnische Zeitung," in an article on the airship scare in Great Britain, finds the most likely explanation of the matter in the desire of the Conservative press to work up a popular sentiment in favour of the great demands for armaments, which presumably would be among the first undertakings of a Conservative Cabinet in case of a change of Government. It dubs the airship scare "the new English sickness," for which, it says, the country's own common sense is the only physician. The reference is to the infantile complaint rickets, which the Germans call "the English sickness."

FIRE BALLOON FOUND IN CHESHIRE.

Another fire balloon, similar to those used at galas, was yesterday discovered at Seacombe, Cheshire. The balloon was undamaged, but all the fuel used for heating the air had been consumed. It dropped on waste land by the railway station and was captured by several boys. The discovery is believed to yield the solution of the "airship" mystery at New Brighton and Liverpool on Thursday night, when several people declared they saw a swiftly moving bright light coming from the Irish Sea and passing over the batteries.

IS IT AURORAL LIGHT?

"Aurora" offers the following explanation:—This is the season of the year when auroral phenomena are frequently observed, and I myself

during the past fortnight have witnessed flashes of light from the western and northern parts of the sky. They have not been very marked but similar phenomena may have been more pronounced in other parts of the country. The "searchlight" is one of the commonest forms of the auroral light. It may remain apparently stationary for a time, suddenly disappear and reappear some distance away, and inasmuch as it generally emanates from a dark nucleus the illusion of an airship is easily produced.

1913 March 3 (Mon) London Daily Telegraph, p. 12.

AIRSHIP MYSTERY. / VESSEL SEEN AT GRIMSBY. / LINER CAPTAIN'S STATEMENT. / From Our Own Correspondent. / GRIMSBY, Sunday.

Any possibility of the mysterious airship being an hallucination is now eliminated by the definite statement of Captain Lundie, commander of the Great Central Railway Company's liner City of Leeds, when the vessel arrived at Grimsby yesterday from Hamburg. Captain Lundie reported that on the previous Saturday night, whilst outward bound from Grimsby, he and his chief officer, Mr. Williams, both saw an airship crossing the Humber, from the Yorkshire to the Lincolnshire coast. There was no probability of any mistake.

I interviewed Captain Lundie to obtain further details, which were readily given.

"It was a fine moonlight night," he said, "and the craft was clearly marked through the moon's rays. Directly I saw it I took the time, and it was 9.15. It was at a fairly high altitude and travelling at a somewhat fast pace. Apparently it had come from over the land, and not from the North Sea. We were less than two miles from Grimsby Docks, and the airship, which had come from the direction of east-north-east, was heading west-south-west. It left the Yorkshire coast and proceeded to cross the Humber, from about Patrington, which is almost Grimsby Pier. I am not so acquainted with the different types of airships, and therefore, cannot describe it in technical terms. I noticed it had wings on either side and something in the shape of a tail. To put it broadly, it somewhat resembled a shark. I was the first to notice it, and, after I had directed the attention of Mr. Williams to it, studied it more closely through the binoculars. Like myself, he had no doubt about the matter. We had it in sight five minutes before it disappeared over Grimsby, in the direction of Immingham."

1913 March 3 (Mon) Times (London), p. 7.

The Airship Rumours.

Captain Lundie, of the Great Central Railway steamer City of Leeds, which arrived at Grimsby from Hamburg on Saturday, reported that just after the vessel had left Grimsby for Hamburg on Saturday night, February 22, he saw an airship overhead, some distance up, heading west-south-west from the North Sea.

He said it was coming directly towards Grimsby. Second officer Williams, who was on the bridge with him, saw the airship at the same time. The moon was shining brightly at the time, and they saw the vessel quite distinctly for fully two minutes. There were no lights visible on the airship, and there could be no suggestion that they were deceived or misled.

A naval officer with two seamen of the naval wing of the Royal Flying Corps, after making a flight in a balloon, came down on the Surry hills near Guildford. They proceeded to deflate the balloon, and, while the gas was escaping, detached the car. The envelope, released of the weight and not more than half deflated, escaped from their grasp and went away in a southerly direction. Nothing has since been seen of the vessel.

1913 March 3 (Mon) Manchester Guardian, p. 9.

ZEPPELIN AIRSHIPS AND THE NORTH SEA. / POSITIVE ASSURANCES FROM AN OFFICIAL.

Dr. Eckener, the director of flights of the Zeppelin Company, telegraphs from Friedrichshafen to the "Frankfurter Zeitung":--

"In view of the doubts which have arisen I can give an absolute and emphatic assurance that none of the Company's airships, not the Schwaben nor the Victoria Luis, nor the Hansa, have carried out any voyage to England or extended their North Sea flights to the vicinity of the British coasts. I am equally certain that none of the other Zeppelin ships in carrying out their flights over the North Sea have approached the British coasts or flown over England. Nor do I think that any prudent airship master would in the present international situation have deemed it wise and proper to undertake such a voyage. Once in the summer of 1911 we did think of visiting London on the Schwaben from Dusseldorf, but we communicated for this purpose with the British Aero Club in order to prepare British public opinion, and carry out the voyage by invitation of authoritative British quarters. At that time, however, arose the great tension over the Morocco affair, and we spontaneously abandoned the plan, and deferred its execution to some quieter time.

ANOTHER MYSTERIOUS AIRSHIP. / GRIMSBY CAPTAIN'S REPORT.

Captain Lundie, of the Great Central mail steamer City of Leeds, which arrived at Grimsby from Hamburg on Saturday, reported the visit of an airship to this country "from over the North Sea." "We had just left Grimsby for Hamburg on Saturday night, February 22," he said, "and when passing the Burroon boys I saw an airship overhead some distance up heading west-south-west from the North Sea. It was coming over the narrow strip of land forming Spurn Point direct towards Grimsby. Second Officer Williams was on the bridge with me. He saw the ship at the same time and got it under observation with the bridge binoculars. The moon shone brightly for a time, and we saw the hull with perfect distinctness, with its wing attachments, for fully two minutes. There were no lights visible on the airship at any time, and there could be no suggestion that we were deceived or misled. The

moonlight was beautifully clear, and only when the moon was obscured did we lose it from view. Arriving at Hamburg I reported the facts by mail to my superior, Captain Boothby, at Grimsby."

1913 March 4 (Tues) Daily Telegraph (London), p. 13.

MYSTERIOUS AIRSHIPS / A FRENCH VIEW. / From Our Own Correspondent. / PARIS, Monday Night.

The airships which did or did not appear by night over the British coast were, if they existed, at all events not French. The two dirigibles, L'Adjudant Resu and L'Adjudant (Visconne), for instance, did not leave their port of Verdun at the time named. French airships cannot travel about secretly, and their movements are duly prearranged and recorded afterwards. It is also a question whether any French airship is at present capable of accomplishing the feat of travelling to England and back without a stoppage.

As a matter of fact, M. Capaman (?), who is one of the great French authorities on aerial navigation, tells me that the only airships capable of making such a trip are the Zeppelins. He personally seems entirely convinced from all the evidence that a Zeppelin certainly has lately performed the journey once—or perhaps several times—from Germany to England and back. He does not believe in the theory of "collective hallucinations." He thinks that the evidence given by the numbers of witnesses is conclusive. It would be the easiest thing in the world, in his opinion, for one or several of the Zeppelins to perform the journey in question, and he is persuaded that they have performed it.

M. Capaman, it may be remembered, piloted a French airship from Mantes, near Paris, to Aldershot some years ago. His opinion of the value of the Zeppelins is very high. He considers them greatly superior to French airships. "As for the British airships, they do not exist."

1913 March 5 (Wed) Times (London), p. 7.

The Airship Rumours.

Since the publication of the report of Captain Lundie, of the Great Central Railway steamer City of Leeds, that he saw an airship over the Humber, an Admiralty representative has seen Captain Lundie and his second officer and taken detailed statements from them.

Mr. J. H. Parker, skipper of the Hull trawler Othello, states that on February 28, when 170 miles north-east of the Spurn, an airship with a powerful searchlight, circled twice around the trawler and then rising, proceeded in a westerly direction. This statement is confirmed by members of the crew of the Othello.

1913 March 6 (Th) Daily Telegraph, p. 13.

AIRSHIP MYSTERY. / NORTH SEA INCIDENT. / HULL SKIPPER'S STORY. / From Our Own Correspondent. / HULL, Wednesday.

Skipper Parker, of the Hull steam-trawler *St. Othello*, is very clear and definite in his statement that he saw an airship manoeuvring over the North Sea last Friday evening on the Dogger Bank. He states that when about 170 miles north-east from Spurn Head a huge airship, having a powerful searchlight, was seen.

Mr. Parker stated to-day that it was about quarter-past eight on Friday night when he and the chief engineer were on the bridge that they first observed the light in the sky. In about five minutes the airship was practically over the trawler, and came so close, and was so low down, that he was afraid it would come into collision with his vessel's mast. At this moment he sounded the trawler's siren, whereupon the airship sverved round to the west, and twice circled round the Othello, keeping its powerful searchlight on the trawler all the time. It then rose up in the air and departed in a westerly direction.

The skipper said that the light from the airship was very dazzling and prevented them more particularly identifying it, but he was able to make out that it had two brilliant lights about 15ft aft, and 5ft or 6ft apart. When it departed he gave as a parting-shot a "cock-a-doodle" blast on the siren, to which the airship responded by a flash of its light.

Asked as to the state of the weather, Mr. Parker said that it was a fine night, with only a slight breeze. It was, however, very dark, there being no moon or stars, but otherwise it was quite clear. There was no difficulty in observing the aerial visitor, whose engines could be distinctly heard. The brilliant light centred on the trawler made it very difficult to see the airship at close quarters, but as it departed its outline could be easily distinguished. The weather before and after was good sailing weather and fine. The position was less than 120 miles from the nearest point of the German coast, viz., Emden.

Skipper Parker has made reports to the Customs authorities at Hull of the circumstances, which are confirmed by the engineer and other members of the trawler's crew. / A GERMAN "SCARE" / BERLIN, Wednesday.

A mysterious airship was seen last night at Tarnowitz, Prussia. It is feared that the airship came from Russia, and Count Linsburg, Military Governor of Silesia, has promised a money reward to any person giving information which will lead to the arrest of the airmen, who are supposed to be Russian spies.—Exchange Telegraph Company, 1913 March 8 (Sun. eve.) Neue Preussische Zeitung, p. 2.

—About the Airship Ghost. An IR telegram reports from London, 8 March: Yesterday evening between 7 and 7:30 o'clock a manned balloon appeared for the first time over London. The airship went at a height of about 200 meters and took a course toward St. Paul's cathedral. This time it was without doubt established that it really behaved like a manned balloon, but it was assumed that it was only the balloon "Delta." However, public opinion in England has calmed, since in the place where it was believed that a foreign manned balloon had appeared, merely a hot air balloon from Schweinflasen [carnival?]

had been observed.

Mon Mar. 9(?), p. 4.

--Moreover (in an HB report from Paris) the famous French astronomer Flammarion was found to demonstrate in an article that the shining light, which in England has set off the rumor of the visit of foreign airships, was only Venus, on closer examination.

Sun. eve. March 29, p. 3.

Russia--An Austrian Airplane Shot At. Petersburg, 29 March. The "Petersburger Telegraphenagentur" reports from Kjelyh[?]: Along the border formed by the Vistula an aerial balloon from Austria flew into Russian territory. Half an hour later an airplane appeared. The border guard shot at the airplane, which immediately thereupon turned back to Austria.

1913 March 13 (Th) Berliner Tageblatt (no. 131), p. 3.

An Airship Catastrophe near Potsdam? / The Woman of Caputh and the Burning Airship.--Firemen and Guard Rangers in the Search.

Yesterday evening the rumor was spread in Berlin that in the forests between Jerch and Caputh, three travel hours south of Potsdam on Lake Schwielow (?), a serious airship accident had occurred. It is said that an airship in the air burst into flame and plunged to the ground. This rumor was founded, as it was soon shown, on the story of a woman who had observed the occurrence from the vicinity of [Arden]berg. The woman told that the gondola of the airship was lost in air and fell burning on the Caputh side of Lake Schwielow. The account of the woman seemed so believable that the head official (Mayor) of Caputh saw fit to call out the fire departments of Caputh and Michendorf. These rushed immediately to the place indicated by the woman. Meanwhile the head official informed by means of telephone the commander of the Guard Ranger battalion in Potsdam to make him aware of the matter. Within half an hour forty guard rangers were at work looking for the alleged wrecked airship and burst balloon. At the same time the commander sent an ambulance, doctor and many nurses to Caputh. Almost till midnight was the search for the accident continued.--According to a second report sent us from another source, it was not an accident to an airship, but rather it happened to an airplane which burst into flames in flight and fell with both passengers.

Up till 1 a.m. the search for the alleged wrecked airship was unsuccessful, although the fire department and the detachment from the guard rangers battalion had searched [continually] the forest terrain for many hours. Neither could the military automobile from Potsdam find any trace of the airship or its passengers. The woman who saw the explosion of the airship [is known] in the whole area as thoroughly trustworthy and creditable. Also the head official of Caputh holds that mystification [tale-telling] on the part of this woman is completely excluded.

1913 March 13 (Th) Berliner Tageblatt (no. 132), p. 4. (card 1)

The Tale of the Airship. / No Catastrophe at Caputh.--The Woman's Vision.--Fire Department and Guard Rangers in the Forest at Night.

A.F. A young lady in the little [boundary] village of Caputh near Potsdam, a field worker, who heretofore longed for strange English ways, has now successfully imported the British fashion for airshipery to us [?]. Yesterday evening she and a [female] friend saw the fall of a burning airship and described it with many details. Likewise the Maid of Orleans portrayed the fiery vision which appeared to her in the treetops very closely--whereby it can be seen that the women in Dourrémy and Caputh seem to be alike.

We have already told in today's morning paper that on the report of the women the head official immediately led a far-ranging rescue operation, called up the fire departments of Caputh and neighboring Michendorf, and also made a report to the commandant in Potsdam about the alleged catastrophe. The fire at horns blared at once in the villages and a detachment of Guard Rangers set out from Potsdam [to offer help].

In Caputh however there was in many cases the opinion that this was a false alarm. An old man whose importance in the village is unshakeable on the grounds that he possesses a telephone, shook his head this way and that: "Children around here are simply not as [purposeful] as in Strassburg." Then a second prominent Caputher listened to the skeptic, the night watchman. He, who is used to seeing clearly in the dark, explained [] to everyone who would listen the story about the matter of the blue mist. And whichever inhabitant listened, with the firehorn blaring, the large alarm flute on the breast and the little trill-flute [piccolo] of Col. Paletoknopf, bent before so much authority and believed that burning hydrogen really had been the blue mist.[?]

But the fire department had already marched out and disappeared into the deep impenetrable darkness of the woods stretching between Caputh and Jerch. Through the night plunged suddenly soundless gliding forms. Under an officer's leadership the Guard Rangers went on their rounds in deep silence on the unlighted Potsdam highway past a couple of Caputh lanterns, further into the gloom. The work of this helpful silent body of men seemed surrounded with death and sorrow; it made the slowly chatting groups in the village streets [for the first time] more aware that here in this area had occurred a catastrophe destructive to human life. Through the air of this nighttime adventure was everything forgotten. Now speechless [was] the lively woman who had defended with great nerve against all masculine attacks her position that a woman always rightly observes and never can err. She wanted to have her catastrophe with all her wifely being--only she suddenly realized that she was carrying on a joke with human lives.

The rangers were submerged in the forest darkness and heard

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nothing at all for hours. While Caputh was usually a place with a police [detail], last night it was the place where the fire department had its headquarters till daybreak. Here the searchers gathered and drank un[] Potsdam strong beer. At 2 o'clock a youth appeared who had been in Jerch. He immediately became the center of the gathering, was for five minutes a hero, and all eyes hung on his mouth. He told that nothing definite had been found, but one place in the forest swelled distinctly of gas--he meant illuminating gas. That must be something important. Every man had a serious expression. But soon there sounded hollow laughter over the naivete of the youth. Since manned balloons are always filled with odorless hydrogen gas, and moreover [since] it is wholly impossible that gas could stay near the ground so long, because it follows from its light weight that as soon as the balloon hull was destroyed it must have dissipated.

Not till 4 o'clock did the brave firemen turn homeward and restore themselves in a restaurant after their difficult labors. They had not found the slightest trace of an airship. Everyone present was very tired and spoke badly of the visionary women. Only the night watchman's dog was happy. For a very long while people fed the frisky animal with good fresh wurst from Jauer [] the whole night through. Today he was the only airship enthusiast in Caputh and vicinity.

Also the search, which by this morning [covered] the whole Kunnerns dorf Forest as far as the Beeliss [Hospital], got back to here without success.

The supposed accident of the flying machine requires a very harmless explanation, it is believed. As was already said, Lt. Zwickan, in order to field test a machine, flew from Doberitz toward Leipzig [at first] in the advancing evening. Since the darkness was closing in, from time to time he had to go lower in order to orient himself. In the darkness the jets of flame and sparks shot out from the exhaust pipe of the motor were plain as day, and so the [women] workers presumed that the gliding machine, whose motor may have shovled some smoke, too, was a crashing, burning flying machine.

1913 March 14 (Fri) London Daily Telegraph, p. 15. (card 1)

PHANTOM AIRSHIPS. / A HOAX NEAR POTSDAM. / ALL-NIGHT SEARCH. / From Our Own Correspondent. / BERLIN, Thursday Night.

Spectral airships have now begun to appear in Germany. Only a few days ago a reward was offered for information that would lead to the arrest of aerial visitors who had been seen cruising about over one of the Eastern provinces, and last night elaborate official apparatus was set in motion quite close to Berlin by a story just as well authenticated, and apparently even more baseless, than those which recently attracted so much attention in England.

It was shortly after nightfall that two women returned from work in the fields to Caputh, a large village some miles to the west of Potsdam with a tale that they had seen an airship catch fire and blow up over a vast fir forest that covers the greater part of that district. As they both have a high reputation for intelligence and veracity, and as they described what they had seen with complete unanimity, no one seems to have thought of doubting their word. The close circumstantiality of their narrative was also very convincing. They said the exploded airship was very similar to the Hansa, which has for some time been stationed in Potsdam, and which they had repeatedly seen. The vessel, they stated, had two cars, and while they were watching it a black cloud of smoke suddenly rose from one of these. Then flames appeared, and quickly enveloped the hull of the airship, which began to fall rapidly towards the earth. Just before it reached the tree-tops one of the cars became detached, and the vessel, thus lightened, soared rapidly upwards.

A FRUITLESS QUEST.

It was particularly this last detail which convinced the local authorities that the tale was true, and induced them to communicate with the military headquarters at Potsdam and the fire-brigades of the surrounding villages. Soon a couple of fire-engines, a company of Jägers mounted on bicycles, and a motor ambulance arrived at Caputh, and under the guidance of the two women who had seen the vision proceeded to search the woods for the debris and the victims.

The quest was carried out most methodically. What was taken to be the probable area within which the doomed airship had descended was mapped out and systematically beaten by lines of men, who kept in touch with one another by means of vocal signals. The hunt was maintained until between three and four o'clock this morning, without yielding any positive result, and it was resumed at a later hour, and carried on for some hours with no more success.

Meanwhile the telephonic and telegraphic inquiries had shown that all the airships in Germany were lying safely in their sheds, and that the women must have been either the victims of an illusion or the authors of a hoax. The former view seems to be generally taken, and there is a good deal of speculation as to what was the burning object which it is believed they actually did see. One theory is that it was a registering fire balloon, such as was responsible for a good deal of the airship mystification in England; but the most favourite hypothesis appears to be that what they took to be an airship was a military aeroplane, which in reality did pass over Caputh about the time of the vision, en route from Doberitz to Leipzig. It is no uncommon thing for the motors of flying machines to emit considerable quantities of smoke, and the flames are supposed to have been nothing more serious than sparks from the exhaust, which probably looked a little terrifying in the gathering darkness.

1913 March 14 (Fri) Times (London), p. 7.

Alarm Near Potsdam. / (From Our Own Correspondent.) / Berlin, March 13. The fire brigades of three villages near Potsdam, some forty riflemen from the garrison on bicycles, and a strong force of police and of

medical attendants in motor-cars were all engaged last night and until about 4 o'clock this morning in searching the woods south of Potsdam for a mysterious "airship" in distress, of which two working women had brought home a sensational report. They told the beadle of their little village that they had seen at 6 o'clock in the evening an airship first smoking, and then flaming, in the sky. Her forecar had dropped off and had a fallen burning into the wood. A few old men of the village were skeptical, but the beadle instantly gave the alarm, with the result that the reinforcements described above soon arrived on the scene. No trace of a car or of its inmates was found, but a small boy brought to the village inn the news that in one spot in the wood there had been a distinct smell of gas. It has turned out that no airship ~~was seen~~ ~~xxxxxxx~~ can have been in question, and the most plausible theory is that what was seen—if anything was seen—was the trail of sparks from the motor of an aeroplane. Two military biplanes flew yesterday evening over Potsdam and near the scene of the search.

1913 March 14 (Fri) Manchester Guardian, p. 6.

MYSTERIOUS AIRSHIP NEAR BERLIN. / SEEN ON FIRE IN THE AIR.

Reuter's Berlin correspondent says that a detachment of the 8th Chasseurs of the Guard spent yesterday morning searching for the remains of a mysterious airship which, according to a story told by peasant women, caught fire, exploded, and fell to earth over the woods at Kaputh, near Potsdam, on Wednesday evening. The women, who were positive they saw the disaster, reported it to the local authorities, who promptly telephoned for help. The Commandant of Potsdam set out with an ambulance column, with doctors and fifty Chasseurs. The fire brigades from Potsdam and other places in the neighbourhood hurried out and troops and firemen spent the night seeking in vain for the wreck of the airship. Yesterday morning another eighty Chasseurs took up the search without result. All the known airships were reported safe and sound in their various sheds. Nevertheless the women adhered to their story, and insisted that they saw the fire spread from one end of the ship to the other, then a sudden explosion occur, wrapping in flame the whole ship, which plunged headlong to the ground.

1913 April 4 (Fri) Manchester Guardian, p. 9.

German Z4 accidentally flies into France and must land. / French mounting searchlights on motorcars as means of detecting airships; test on French airship successful.

"Various rumours have been current regarding the mysterious flight of airships over the eastern frontier, but the inhabitants of Lunéville were nonetheless startled to perceive... a large yellow dirigible in the mist (24)
5,9 Also seen flying over Vesoul and forts of Epinol, covering total 24 mi. of French territory (?).

Wed. April 9, p. 9. The Cardiff Aerial Mystery Again.

Our Cardiff correspondent sends a report that again last night an aircraft was seen at Cardiff, where one was reported to have been seen frequently at the beginning of the recent airship scare. The Chief Constable of Gloucestershire (Capt. Lindsay), who previously issued a description of the circumstances under which he saw a supposed airship, and asked for reports from anyone who had made observations, is said to have seen the one last night, with the Deputy Chief Constable and others, from the county police station. Many people also saw it from the streets. It is stated that it travelled at a high speed, and passed over the western district of Cardiff. It was first sighted at 8.23 coming from the north and was last sighted at 8.25 going in a southwesterly direction toward Weston-Super-Mare. It had a powerful searchlight beneath it, and its speed is estimated by the police as being from 60 to 70 miles an hour.

1913 April 9 (Wed) Times (London), p. 10.

Supposed Aircraft Over Cardiff

Some excitement was caused at Cardiff last night just before 9 o'clock by the passage over the city of what was believed to be an aircraft, whether dirigible or aeroplane could not be discerned. It carried a brilliant light, and travelled at from 60 to 70 miles an hour at considerable height. Crowds in the streets watched the flight, and the Chief Constable of Glamorgan (Captain Lionel Lindsay), who was one of the spectators, telephoned to Penarth Police Station to record the flight. The route taken was from the north-west to south-east, the light disappearing over the Bristol Channel towards Weston-super-Mare.

Apr. 4 p. 6—mysterious arsp over France lands, turns out to be Z. 4, which lost its bearings ("grey dirigible arsp of the Zeppelin type").

Apr. 5 p. 8—when realized they were over France, decided to come down and show their voyage an accident & not due to political or military motives. Crowds observing landing were ugly, believing arsp had come to photograph forts in area. / Apr. 7, ed. also

1913 June 30 (Mon) (Lansing, Mich.) State Journal, p. J.

Strange Aircraft Passes / Over Lansing at Great / Rate of Speed Sunday

What is thought to have been either an airship or a very fast traveling balloon passed over Lansing about sunset Sunday evening and created some little excitement owing to the mystery surrounding the aircraft. The object appeared in the southeast and was first sighted a mile south of the race track. The craft traveled swiftly through the air, taking a direct course north until it had reached about the central western part of the city when it altered its course to the northwest.

So w swiftly did the strange craft travel that it was not more than three minutes from the time it was sighted southeast of the city until it had passed from the vision in the northwest. The aerial mystery carried no lights of any description and was too elongated for

an ordinary balloon, it is said. The craft was at a great height and when it passed to the northwest of the city had reached a still higher altitude.

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1914 August 15 (Sat) Cape Times (S. Afr.), p. 7.

CAPE TOWN AND THE PENINSULA. / MYSTERIOUS AEROPLANE FLIGHTS. / Seen in the Peninsula. / At Two Different Points Early Yesterday Morning.

During the past few days there has been a good deal of discussion in the Peninsula as to rumors regarding an aeroplane which has been sighted at various points in the neighbourhood of Cape Town. A week ago rumours reached Cape Town as to an aeroplane which had been seen in the North-Western districts of the Province. Then came persistent and evidently authentic accounts of an aeroplane which had been seen in the Clanwilliam district. We may quote the following from a letter received in Cape Town yesterday from Clanwilliam:

"We are all very excited on account of an airship that passes over here almost every night. Last night a lot of young fellows watched for it, and when it came one of them rushed to call me, but when I got out it had passed on in the direction of Lambert's Bay. The idea is that it belongs to German South-west Africa, and that it is sent to spy upon the sea coast."

Three or four nights ago the aeroplane was reported as heading South. Since then its movements were not recorded until Thursday night, when several residents at Sea Point reported that they had seen it flying over Table Bay at about half-past seven o'clock. There is no reason to suppose that their information is incorrect, as wholly independent reports seem to establish the fact that at an early hour yesterday morning the aeroplane was seen at not less than two different points in the Cape Peninsula.

1914 August 18 (Tues) Cape Times, p. 3.

Aeroplane Sighted. / Flying Over Worcester.

WORCESTER, Aug. 17.—(Reuter South African Press Agency.)—It is stated that at Ashton Station last night an aeroplane was distinctly seen to the west, over Worcester, by about fifteen different people. The machine is stated to have had a very strong headlight, such as is used by motor cars.

This morning, about 5.30, the aeroplane is stated also to have been seen in the direction of Mossel Bay.

p.4—An aeroplane, carrying a strong headlight, has been seen flying over Worcester.

p.5—News of the Day

In view of the numerous specific statements which have been received by the authorities, there is no longer any reason to doubt that an aeroplane—and presumably a hostile aeroplane—has been seen in the neighborhood of Cape Town and other districts of the Western Province during the past few days. It would be well if any first-hand information as to its movements could be communicated to the military authorities or the police without delay.

1914 August 18 (Tues) Cape Times (Cape Town, S.Afr.), p. 5.

Aeroplane Sighted. / Flying Over Worcester.

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1914 August 19 (Wed) Cape Times, p.5.

Aeroplane Seen at Vryburg. ditto Johannesburg Star 19/4

VRYBURG, Aug. 18—(Reuter South African Press Agency.)—Reuter's correspondent is reliably informed that an aeroplane was seen flying from east to west over the farms about thirty miles from town last week.

Aug. 22—Germans from G.S.W Afr. invade Union of S.Afr.

Mon. Aug 28, p.8—Zeppelins Cruising in Holland. / (Reuter's Special War Service.) / ~~xxxxxx~~ LONDON.

Friday.—Zeppelin airships are reported to be constantly cruising in Holland. One followed the course of the Rhine working a searchlight. Dutch soldiers fired at one Zeppelin which disappeared across the German frontier. Other Zeppelin airships are using searchlights at Maastricht and elsewhere.

1914 August 19 (Wed) Rand Daily Mail (Johannesburg), p. 5.

AERIAL SCOUTS! / GERMAN AEROPLANE NEAR VRYBURG / The Reuter—S.A. Press Agency / Vryburg, Tuesday.

Reuter's correspondent is reliably informed that an aeroplane was seen flying east to west over farms about thirty miles from the town last week. /

REPORTED SKY VISITOR AT CAPETOWN /

A thrill of excitement was experienced by residents at Sea Point the other evening when it was reported that an aeroplane had been seen by several local residents.

Of late many such rumours have been freely circulated, but the story referred to possessed such a strong element of truth that an "Argus" representative had an interview with one of a trio of ladies who were reported to have been actual witnesses of the disquieting sight.

"It was about twenty minutes to seven," she said, "when a friend and myself were on our way home to dinner. We were near the 1914 August 19 (Wed) Daily Mail (Johannesburg), p. 5.

AERIAL SCOUTS / GERMAN AEROPLANE NEAR VRYBURG / The Reuter--S.A. Press Agency / Vryburg, Tuesday.

Reuter's correspondent is reliably informed that an aeroplane was seen flying east to west over farms about thirty miles from the town last week. / *Natal Advertiser* 19/1

REPORTED SKY VISITOR AT CAPE TOWN / *Argus* 14/5

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Of late many such rumours have been freely circulated, but the story referred to possessed such a strong element of truth that an "Argus" representative had an interview with one of a trio of ladies who were reported to have been actual witnesses of the disquieting sight.

"It was about twenty minutes to seven," she said, "when a friend and myself were on our way home to dinner. We were near the post office at Three Anchor Bay when I chanced to look upwards. For a moment I could scarcely believe what I saw, and my startled examination having attracted the attention of my companion, she also looked up and saw what looked like two large pieces of wood about twelve feet long gliding horizontally through the air at a great height. At the time we saw the biplane--for such it must have been--it was between Robben Island and Nouville Point. It was travelling at a great speed, and we gazed at it wonderingly for about the space of ~~xxxx~~ two minutes when it disappeared in the mist over the far side of Signal Hill. [Cape Argus Fri. Aug. 14, p.5, continues:]

The matter is the subject of much speculation to-day, but, of ~~xxxx~~ course, there is nothing in the report to occasion alarm. 1914 August 20 (Th) Cape Times, p. 5.

THE AEROPLANE. / FURTHER FLIGHT WITNESSED LAST NIGHT. / On Table Mountain.

The aeroplane whose flights over the Peninsula have been causing so much comment, was again seen at Simon's Town last night at 10.30, flying high in the direction of Cape Town.

The caretaker in charge of the Wynberg Reservoir on the mountain reported to the police that he saw what he took to be an aeroplane last night at 9.20, proceeding in the direction of Hout Bay. It carried a strong head light, and as far as he was able to judge it was flying a course a little way out to sea. A few minutes afterwards he telephoned that the aeroplane was returning, and evidently making towards Table Bay. He lost sight of it as it passed behind the higher portion of Table Mountain.

1914 August 20 (Th) Cape Times (S.Afr), p. 5

Aeroplane Reports. / Seen at Various Centres. Cape Argus

CALEDON, August 19.--(Reuter South African Press Agency).-- Railway engineers on construction work at Kykoedie report that an aeroplane was seen by them last night passing them with headlights.

It is suggested that people in the country may have mistaken the searchlight of a man of war at Simon's Town for that of an aeroplane, as the reflection of the searchlights is visible in various parts of the district at night.

A Robertson message states that an aeroplane was distinctly seen at Bonnie Vale and Ashton last night about 10. It is also said to have been seen here by some people at the same time, but not so distinctly.

A Calvernia telegram says: Several reliable people saw the aeroplane over here last night.

1914 August 21 (Fri.) Cape Argus, p. 5.

THE AEROPLANE. / Seen at Porterville. / Reuter's Inland Service. / Porterville, Friday.

An aeroplane with a searchlight was distinctly seen by several people last night approaching from Mooresburg direction. It passed over Bridgetown, Honigsberg and Porterville Road, and disappeared in the direction of Herman.

Aeroplane on the Coast. / Reuter's Inland Service. / Humansdorp, Friday.

The Jeffreys Bay fishing fleet recently reported the appearance of an airship early one morning, travelling in the direction of Cape Town, in sight of the coast. The report was discredited locally. Yesterday and last night, however, it was distinctly seen at St. Francis Light-house, Camtoos Ferry, and at Humansdorp and the surrounding places.

25.20. Zeppelin Seen in Denmark. / [Reuter's Cable Service.] / London, Thursday 2.50 a.m.

The Paris newspaper, "Le Temps" publishes a Copenhagen dispatch saying that a Zeppelin airship was reported to have passed over ~~xxxx~~ Borbjerg, on the west coast of Denmark, at a height of 1000 feet, going ~~xxxx~~ northwards.

1914 August 21 (Fri) Cape Times, p.

THE AEROPLANE. / REPORTS FROM COUNTRY DISTRICTS. / Powerful Headlights.

PORT ELIZABETH, August 20.--(Reuter South African Press Agency).-- Reports have been received from police officers that the mysterious

aeroplane was seen in the vicinity of Camtoos this evening.

The machine carried powerful head lights, which were flashed alternately to a searchlight. /

Seen Near Caledon. /

The statement contained in yesterday's telegram that railway construction engineers at Kykoedie saw the headlight on what they took to be an aeroplane on Tuesday night has been corroborated by a telephone message from Caledon.

One of the engineers at Kykoedie, who paid a visit to Caledon yesterday, telephoned to say that several people saw the headlight to the northwest of the camp, about ten miles distant. The light travelled towards the camp, and then turned and disappeared in the direction it had come. Those at the camp who saw the light are convinced that it belonged to an aeroplane. This gentleman combats the suggestion that they mistook the reflection of the Simon's Bay searchlights, visible in certain parts of the district, for the light of an aeroplane. He pointed out that the reflection of the searchlights are seen in an entirely different direction. /

Reported From Riversdale /

A Riversdale correspondent writes: "I wish to inform you that the headlight of an aeroplane was distinctly seen through the clouds at Riversdale on Saturday night about 10.15. The machine flew in the direction of Mossel Bay. It was seen by myself and about 12 others." / POWERFUL AIRCRAFT IN G.S.W.A. / Biplane that Achieved the World's Record. / Description of the Machine. /

An article which appeared in a recent issue of the German paper, "Kolonie Und Heimat," contains some interesting particulars with reference to the air craft supplied to the German colonies, and deals more particularly with the two machines sent to German South-West Africa, which are in that territory at the present time. It appears from the article that the first attempt on the part of the German Government to supply the colonies with machines was made at Kiao Chau, the naval station in China, which has come into the limelight in connection with the present war. A Rumpler monoplane is stationed there.

It seems that the German Imperial authorities, in their endeavour to carry out this scheme, have been greatly aided by various private societies. The contributions for the purpose were so large that the authorities were enabled to experiment a good deal and build special machines to suit the conditions obtaining in each centre.

Incidentally, it might be mentioned that residents in German South-West Africa interested in aeronautics took up the matter so enthusiastically that £5,000 was sent to Berlin to be added to this special fund. In April last two machines were sent to German South-West Africa, and it was intended, in the course of the next few months, that further machines should be sent to that quarter and one to Kamerun.

The air craft forwarded to German South-West Africa comprised a ~~Ra~~ Roland double-decker biplane and a double-decker biplane from the factory of the Automobil und Aviatik Company, Mulhausen. The article states that the machines were to be used for certain experiments, such as the carriage of mail matter, the carriage of diamonds, and for the purpose of rendering medical aid to settlers in outlying portions of the territory. The machines selected for German South-West Africa were constructed by firms which had been eminently successful in important competitions on the Continent.

The Aviatik double-decker last autumn gained the £5,000 prize offered by the National Flying Union. The machine put up a world's record for a flight of 2,100 kilometres (roughly 1,400 miles) within a space of 24 hours. The Roland double-decker is a sister machine to one which, in February of this year, gained the reliability record, and shortly afterwards, made a 16 hour overland journey. Both machines are fitted with 100 h.p. Mercedes motors, and are specially constructed to suit the variable climate. Steel tubing was largely used in their construction.

Each machine is fitted with a patent military compass of the latest pattern. Should, however, the aviator lose his way in spite of the compass, he can fall back on the "signal mirror and light," a recent invention of Professor Donath. By means of this he could signify his presence to a distance of from 30 to 50 kilometres. Both machines, in addition, are specially fitted with receptacles for carrying a considerable stock of provisions, water and petrol, racks for small arms, and a comprehensive repair outfit.

The machines are in charge of the Commandant of the Troops in German South-West Africa (Lieut.-Col. Von Heydebreck), who has under him an army aeronautical officer and a staff of experienced pilots. The Roland double-decker is stationed at Keetmanshoop, and the Aviatik at Karibib. There is another machine in the territory, which was sent out for exhibition flights by the firm of Rudolf Hertzog, but this does not compare with the Roland or the Aviatik biplanes. 1914 August 21 (Fri) Johannesburg Star, p.4. (card 1)

MYSTERIOUS 'PLANE. / The Seapoint Spectacle. / What Two Ladies Saw. / (From Our Own Correspondent.)

CAPE TOWN, Thursday.--A thrill of excitement was experienced by residents of Sea Point yesterday evening, when it was reported that an aeroplane had been seen by several local residents. Of late many such rumours have been freely circulated, but last night's story possessed such a strong element of truth that an "Argus" representative had an interview with one of the trio of ladies who were reported to have been actual witnesses of the disquieting sight.

"It was about twenty minutes to seven," she said, "when a friend and myself were on our way home to dinner. We were near the Post Office at Three Anchor Bay when I chanced to look upwards for a moment. I could scarcely believe what I saw and my startled exclamation having attracted the attention of my companion she also looked up and saw what looked like two large pieces of wood about 12 feet long gliding horizontally through the air at a great height. At the time we saw the biplane--for such it must have been--it was between Robben Island and

Moulli Point. It was travelling at a great speed and we gazed at it wonderingly for a space of two minutes, when it disappeared in the mist over the far side of Signal Hill."

The matter is the subject of much speculation to-day, but, of course, there is nothing in the report to occasion alarm.

Still Speculating. / Later. There is still much speculation about the mysterious aeroplane said to have been seen flying over Capetown lately. This morning quite a number of Sea Point residents declare that it was easily visible over Signal Hill. It is highly improbable, however, that it is a hostile aeroplane as in that case it could hardly have remained so long in the vicinity. Some believe that it belongs to the military; others hazard the conjecture that it is a large box kite. Anyhow it does not seem to occasion much alarm. /

At Ashton. / (REUTER'S SOUTH AFRICAN SERVICE.) CAPETOWN, Thursday.--Last night at Ashton Station, on the new Cape Central Railway, an aeroplane was distinctly seen to the west over Worcester by about fifteen different people. The machine had a strong headlight, such as are carried by motor-cars. This morning, about half-past five, the aeroplane was seen in the direction of Mossel Bay by the same people.

Seen at Gamtoos. / (REUTER'S SOUTH AFRICAN SERVICE.) PORT ELIZABETH, Thursday.--Reports have been received from Police officers that a mysterious aeroplane was seen in the vicinity of Gamtoos this evening. The machine carried powerful headlights, which were flashed similarly to a searchlight. Cape Argus 21/7 1914 August 21 (Fri) Pretoria News, p. 5.

Mysterious (?) Sky Visitor. / Quite a sensation was caused in town about 8 o'clock last night when a light was seen moving in the [sky] towards the north. Word quickly [spread] around that it was an aeroplane, and groups of people were [to be seen gazing] at the mysterious light. [A pair] of night glasses however, revealed the fact that the light was nothing more than a fire balloon, probably sent up as a joke. 1914 August 21 (Fri) Rand Daily Mail, p. 5.

THAT AEROPLANE / The Reuter--S.A. Press Agency / Capetown, Thursday. At Ashton station on the New Cape Central Railway last night an aeroplane was distinctly seen to the west over Worcester by about fifteen different people. The machine had a strong headlight such as is carried by motor cars. This morning, about 5.30, an aeroplane was distinctly seen in the direction of Mossel Bay by the same people. / The Reuter--S.A. Press Agency Port Elizabeth, Thursday. Reports have been received from police officers that a mysterious aeroplane was seen in the vicinity of Gamtoos this evening. The machine carried powerful head lights, which were [flashed] similarly to a searchlight. 1914 August 22 (Sat) Cape Times, p. 7. (card 1)

AIR PILOT IN GERMAN SERVICE Some Interesting Particulars. A young aviator, who is hurrying back to England to join his corps, in the course of an interview yesterday, was good enough to communicate to a representative of the "Cape Times" some particulars which came under his notice while a fellow-passenger on board ship with the German aviators bound for German South-West Africa in April last. He said: There is reason to believe that a Mr. Buchener, who is a professional aeronaut, and who approached the Durban Municipal Council on the question of giving flying exhibitions during the present season is now in German S.W. Africa, ~~xxxxxxx~~ or may be the aviator who is now perplexing the military authorities at the Cape. He was commissioned by the German Government to carry out a series of experiments on the behaviour of aeroplanes in high latitudes, as well as to compare the machine he was interested in with others of military make. He was flying a biplane of a heavier type than those used in the French and British armies, and in this class of machine he went through the Balkan war. He arrived in German S.W. Africa at the end of April last, and it is understood that his exhibitions there were highly successful. It is believed that he flew from Swakopmund to the German Possessions in East Africa, following the coast line up to Dar es Salaam, where he also gave exhibition flights. Another German who came out at the same time was Herr Von Scheele. He was also sent by the German Government to experiment with a view, it was said, of ascertaining the utility of the flying machine for the conveyance of diamonds and the establishment of a post between the coast and Windhuk.

STRENGTH OF GERMAN MACHINES. There was also a third, in the person of Herr Von Zech, who represented the Automobil and Aviatik Co., Mulhausen. He was not, however, an aviator, but had with him an expert pilot, Von Zech filling the role of passenger. With this variety of machines, no doubt exhaustive experiments were carried out, the principal idea being to find the best class of machine capable of carrying a heavy load in the practically unknown air conditions of these latitudes. One of the chief difficulties to be overcome was the overheating of the engine in a hot climate like German West Africa, and while the machines are now water cooled, aviators prefer to do most of their flying by night. Our informant was unable to say whether the experiment of flying under tropical conditions was found practicable or not.

"The difference between our aeroplanes (English and French) and the Germans is that the latter are built on much stronger lines, with a larger spread of plane, but this has to be purchased at the cost of speed, their specialty being endurance flights. They seldom fly at a

higher speed than 60 miles per hour, while our machines are very fast and are built much lighter."

Their military aeroplanes, he continued, have made continuous flights of 800 kilometers, roughly 500 miles, remaining eight hours in the air.

"Yes," he replied in answer to another question, "all modern aeroplanes have a self-starter attachment, and are able to carry at least one passenger."

NIGHT THE TIME FOR FLYING. Asked if he thought it was possible to complete the journey from Windhuk to the Cape Peninsula in one continuous flight, our informant thought it was hardly likely, pointing out that it would be necessary in any case to have a depot where the aviator could get a refill of petrol for the return journey or to continue his flight, as no machine at present is able to carry an indefinite supply.

Replying to another question, he said: "Night is the time to fly in these latitudes, not only for the reason already mentioned, but also from the fact that the bright skies of the Southern Hemisphere also make it possible to discern the contour of the country, particularly so in the case of the Peninsula, where land and sea unite. You can always distinctly make out the coast line on the darkest night, the difference between land and water being unmistakable."

Asked for his opinion about the present aeroplane scare, all our informant could say that if they were enemy machines, it follows that there must be depots dotted about the country from which petrol supplies were drawn.

1914 August 22, (Sat) Cape Times, p. 7. (CARD 2)

AEROPLANES IN THE UNION. PENINSULA FLIGHTS. / Great Excitement at Sea Point. There was considerable excitement at Sea Point yesterday morning, when an aeroplane was sighted in the neighbourhood of Signal Hill. The news that the mysterious machine was in the neighbourhood spread like wildfire, and hundreds came out of doors and gazed up to the sky, while a battery of field glasses were trained on the visitor. Those who saw it between nine and ten in the morning say that after remaining stationary for a brief space it suddenly shot towards the Lion's Head.

Then it came back to the first position, disappeared behind Signal Hill, to reappear at the Cape Town end. Though at a considerable height those who trained glasses on the visitor were emphatic on the point that it was an air machine. Between eleven and twelve it made a further appearance, and again residents by the score rushed out of doors to see all there was to be seen and discuss the situation.

Shortly after one o'clock it hove in sight again, but at a greater altitude. At five o'clock on the previous afternoon many rushed out to "see the aeroplane." People who used powerful glasses emphatically declared that they saw an aeroplane, but there were others who were not disposed to make a definite statement on the point. On Monday morning a lady resident of Sea Point declared that not only did she see the machine, but that she caught the noise of the engine. One evening early in the week several residents saw the headlight and reported the matter.

FLIGHT OVER THE PENINSULA LAST NIGHT. At 7.35 last evening the headlight of an aeroplane was seen at St. James by a number of residents. Seen against the edge of the mountain it advanced and retired three times. Previously it had been observed for several minutes.

At 8.20 p.m., the aeroplane was seen by a number of people at Observatory. Another Appearance at Port Elizabeth. The following Reuter messages on the subject were received yesterday.

Port Elizabeth.--Reliable reports were again received this evening as to the mysterious aeroplane. The police officers at Gamtoos, who described the machine in flight last night telegraphed in this evening that it had crossed the heavens again. Hard on the heels of this report came reports from well-known farmers at Kragga, Kama and Bushy Park, about 20 miles from Gamtoos and a few miles from the city, that they had also seen the machine in the early part of the evening.

Porterville.--An aeroplane, carrying a headlight, was distinctly seen by several people last night, approaching from the Moorreesburg direction. It passed over Bridgetown, Honigberg, and Porterville Road, and disappeared in the direction of Hermon. SEEN AT HUMANSDORP.

Humansdorp.--The Jeffreys Bay fishing fleet recently reported the appearance of an airship early one morning, traveling in the direction of Cape Town, in sight of the coast. The report was discredited locally. Yesterday and last night, however, it was distinctly seen at St. Francis Lighthouse, Gamtoos Ferry, and at Humansdorp and the surrounding places.

Tulbagh.--The aeroplane, whose doings have been reported lately, has been seen here by several trustworthy people. Mafeking.--This morning, shortly before eight o'clock, an aeroplane was observed by a number of people. It came from the North, and in approaching the town turned off in a westerly direction. 1914 August 22 (Sat) Natal Advertiser (Durban), p. 1.

The Mysterious Aeroplane. / [Reuters.] Port Elizabeth, August 21.--Reliable reports were again received this evening as to an aeroplane being seen. The police officers at Gamtoos, who described the machine in flight last night, wired in this evening that it had crossed the heavens again.

Hard on the heels of this report came a report from well-known farmers at Kragga-Kama and Bundy Park, about 20 miles from Gamtoos and a few miles from this city, that they also had seen the machine in the early part of the evening.

1914 August 22 (Sat) Rand Daily Mail, p. 5. Cape Argus 22/5

THE MYSTERIOUS AEROPLANE / The Reuter--S.A. Ag Press Agency / Port Elizabeth, Friday.

Reliable reports were again received this evening as to an aeroplane. The police officers at Gamtoos who described the machine in flight last night, wired in this evening that it had crossed the heavens again. Hard on the heels of this report come reports from well-known farmers at Krugga Mama and Bushy Park, about twenty miles from Gamtoos and a few miles from the city, that they also saw the machine in the early part of the evening.

AEROPLANE SEEN AT MAFEKING / The Reuter--S.A. Press Agency / Mafeking Friday.

This morning, shortly before eight o'clock, an aeroplane was observed by a number of people. It came from the north, and on approaching the town turned off in a westerly direction.

1914 August 24 (Mon) Cape Argus, p. 3.

THE AIRSHIP AGAIN. / [Reuter's Inland Service.] / Graaf-Reinet, Saturday.

Several well-known residents in town report that last night about 11.30 they saw what they believed to have been an aeroplane passing over the town. The various accounts all state that a bright light (like a head light or search-light) was seen high up passing at a fast rate towards the south-east. Some eye-witnesses state they heard a loud whizzing noise. I give these reports for what they are worth, but considerable excitement has been caused in the town.

Tues. 25, 3. THE AEROPLANE AGAIN. / [Reuter's Inland Service.] / Port Elizabeth, Monday.

The aeroplane which was previously reported as having been seen was again seen last evening at Zuurberg, making in the direction of Blue Cliff, on the Graaff-Reinet line, about forty miles north of the city. The report comes from a reliable source.

Wed. 26, 2nd ed., p. 5. THAT AEROPLANE. / Seen at Hoetjes Bay. / [Reuter's Inland Service.] / Hoetjes Bay, Wednesday.

An aeroplane was seen at 8.30 last night travelling from Langebaan in a northerly direction. The red and white lights on the stern were quite plain.

1914 August 24 (Mon) Cape Argus (2nd ed), n. 5.

THEY SEA POINT AEROPLANE. / (To The Editor, "Cape Argus.")

Sir.--I was pleased to read your sensible remarks re "Aeroplanes" in last night's "Argus." You would do a kindness to the public if you would further explain that the supposed Sea Point "aeroplanes" are myths. There is a hawk or similar bird that flutters over the hill, and there is a toy kite being flown by a little boy who has snooded the public. Do aeroplanes flap their wings, remain stationary, or are they connected to terra firma by a plect of string? These silly rumours are on a par with the idea spread around that there are 20,000 German soldiers in German South West Africa, the actual amount being less than 3,000.--Yours, etc., / H.P.A.

1914 August 24 (Mon) Star (Johannesburg) Star, p. 4.

NIGHT LIGHTS / Probably a Box Kite. /

Inquiries made in many quarters as to the appearance of an airship over the town last evening do not help matters materially. A light or lights were undoubtedly seen by residents of the western and eastern Suburbs. As the lights ultimately disappeared in the Sachsenvald Plantation, it is believed they were attached to a large box kite. No solid matter of any kind was observable, as would have been the case if the object had been anything in the nature of an airship of any dimensions. Parents who know that their children have box kites should not allow them to experiment with such playthings while the war crisis lasts.

1914 August 24 (Mon) Pretoria News, p. 5.

Germany's Preparations. / Torpedo and Airship at Orkney Islands. /

The following cuttings from "The Orkney Herald" of July 22, kindly supplied by a correspondent, goes to show that the Orkney Islands have been visited by foreign torpedoes and airships of late. This is of importance, as there is always a likelihood of trouble in that quarter: GERMAN TORPEDO BOAT AT SCAPA. [A German torpedo boat docked for a day at Scapa (the war having not yet begun), and the German Vice-Consul along with two town officials were received aboard by the commanding officer.]

MYSTERIOUS AIRSHIP AT SANDAY.

Last Sunday evening, about 9.15 o'clock, Mr. Thomas Drever, Colligarth, Sanday, observed a light well down on the skyline on the east side of the island, which he at first took for a particularly bright star. After looking at it for a few moments he came to the conclusion that it was moving towards him. It rapidly approached the island from the southeast until it was near his farm, about 500 feet or thereby overhead. It then stopped and began to circle in the direction of the doctor's house and the East U.F. Church, the light at times being obscured. Gradually it came down until it was about 300 feet up. By this time a faint humming noise could be heard, and the beams of the light were visible to the naked eye. Mr. Drever went into his house and brought out a night glass. Upon looking through the glass he could discern a dark mass above the light, which resembled a small cloud pointed at each end. After remaining a considerable time in the vicinity it mounted up to a great height and went out of sight to the southward shortly before midnight. Several people were with Mr. Drever at the time, and all are firmly of opinion that it was a flying machine of some kind that they saw. The light was fine and clear, and the light was seen by people in other parts of the island. What the ob-

ject of the visit was one can only surmise, but to the observers it appeared as if observations were being taken to verify the position of the airship. It will be remembered that some time ago mysterious lights were seen flickering over this island, as well as over other parts of the coasts of England and Scotland, which have never been clearly accounted for. On these occasions the lights were visible for only a brief period, but this time the visitant was seen for an hour and a half, which disposes of the idea that was first formed, that it was an aeroplane that was seen, as an aeroplane can only remain a short time in the air. An airship, and one that was well under control, might have been manoeuvred as the late visitor was, and is the most feasible conclusion that can be arrived at after hearing the evidence of those who were privileged to see it.

1914 August 24 (Mon) Rand Daily Mail, p. 3.

AEROPLANE MYSTERY / MYSTERIOUS NOCTURNAL VISITORS / (From Our Own Correspondent.) / Bloemfontein, Sunday.

The mysterious nocturnal aeroplane has at last made its expected appearance in Bloemfontein in the small hours of the morning.

According to eyewitnesses, it has been seen hovering in the sky with a powerful searchlight displayed, and as far as can be gathered, it has only been seen by three or four favoured persons. On the first occasion it was seen close to the Victoria Park, but it disappeared rapidly out of sight. The following night it was again observed hovering round the western portion of Bloemfontein with its powerful searchlight plainly visible. Early on Saturday morning it made its appearance once more in the direction of the racecourse. This happened about 4 a.m., and the humming of the engine was plainly heard. Once more the flying visitor disappeared over the horizon.

That the aeroplane must be German is the popular conception. That its occupant is utilizing the darkness of night to carry out his spying operations preparatory to a German invasion of the Free State is also an accepted theory. Up to the present the advent of the mysterious aeroplane has been received with a good deal of scepticism. The outcome of the investigations made, however, point to the fact that it is quite possible that an aeroplane has been seen by the persons concerned.

Mr. W. A. Maher, of the railway school, Providence Siding, district [Bethulie] writes to the "Friend," stating that two railway employes testify to having seen an aeroplane with a strong headlight flying at a great height in the direction of Steynsburg (C.P.) on Thursday night, August 20, at 11.20 p.m.

Strangely enough, an aeroplane was also seen in Bloemfontein early on Friday morning.

1914 August 25 (Tues) Cape Argus, 2nd ed., p. 5.

STAR OR AEROPLANE. /

There is a report in town, states the Oudtshoorn paper, that an aeroplane was seen flying towards the east to the north of the town on Sunday. On Tuesday night at about 9.30 a bright star, behind which was a bank of clouds coming up from the west, was thought to be the headlight of some flying machine. As the bank of clouds worked up from the west it appeared that the star was travelling westward. A Greek gentleman, however, proved this to be an optical illusion. Leaning his arm against a tree and keeping the point of a knife in line with the supposed headlight, he found that the bright star was quite stationary.

1914 August 25 (Tues) Cape Times, p. 5.

That Aeroplane! / Return Visit to the East

PORT ELIZABETH, Aug. 24.--(Reuter South African Press Agency).--The aeroplane, which was previously reported as having been seen, was again seen last evening at Zuurberg, making in the direction of Blue Cliff, on the Graaff-Reinet line, about forty miles north of the city. The report comes from a reliable source. (1st shots fired in the Union)

1914 August 25 (Tues) Star (Johannesburg), p. 5.

THAT AEROPLANE. / Seen Again. (REUTER'S SOUTH AFRICAN SERVICE.)

PORT ELIZABETH, Monday.--The aeroplane previously reported was seen again last evening at Zuurberg, making in the direction of Blue-cliff on the Graeff-Reinet line, about forty miles north of the city. / (REUTER'S SPECIAL WAR SERVICE.)

CARMARVON, Tuesday.--It is reported that an aeroplane was seen on Sunday night passing southwards over the farm Bitterpoort, one of the farms at Olifantvlei. Pretoria News 25/5

'PLANE OR BALLOON / Worcester Prohibition. /

Interest attaches to the subjoined notice posted at the Worcester Courthouse in view of the repeated reports of an aeroplane flying over various parts of the Cape Province. Notice: As it has come to my knowledge that kites and air balloons to which Chinese lanterns and other lights are suspended, are being sent up a nighttime in this town, notice is hereby given that this must cease, as it causes needless excitement and unnecessary alarm at the present time.--J.W. Kuy's, Magistrate, August 19th. We understand, says the local paper, that some Worcester lads have lately been indulging in this form of amusement.

1914 August 25 (Tues) Rand Daily Mail (Johannesburg), Sect. II pl.

WHEN STARS CONSPIRE / THE "MYSTERIOUS AIRCRAFT" /

This time of war scares is responsible for some fearful and wonderful imagining, but one did really think that the stars would be left alone in their courses. As usual on Sunday evening Venus and Mars made their usual appearance in the heavens, Venus in all the bright array of her white beauty, and red, fiery Mars close in hot pursuit. They ran their everlasting

race across the western sky, Venus shining gloriously in the clear heavens, and Mars glowing redder in his martial ardour.

In these beautiful and harmless demonstrations of the heavens our morning contemporary chooses to find the semblance of a German airship, full of bombs and blood-thirsty airmen. We think the public will strongly resent this wholesale libel of our pet evening luminaries.

In view of the serious allegations against the heavenly bodies enquiries were made by the "Rand Daily Mail" at the Government Observatory yesterday morning. It was found that the astronomers were at work with their instruments as usual on Sunday evening. Venus—a large white light—and Mars, a ~~big~~ bright red light—were unusually brilliant on Sunday night, and their movements were obvious to the naked eye. The reason for the unusual brilliance is found in the fact that Johannesburg is but little lighted on Sundays, and the heavenly bodies stand out more clearly. The use of opera glasses or field-glasses would, stated the expert at the Observatory, tend to make the stars appear to move. It is impossible to keep such glasses steady. The Government officials saw no airship, and we are inclined to believe that a hostile vessel would scarcely display lights while reconnoitering. A needless scare seems to have been raised.

1914 August 26 (Wed) Cape Argus, p. 3.

THE SEA POINT AEROPLANE. / (To The Editor, "Cape Argus.")

Sir,—I read in your issue of the 24th inst. a letter about the above addressed to you by a gentleman who signs himself "H.P.S." in which he desires you to be good enough to explain to the public that the aeroplane seen at different times at Sea Point recently is a myth, and that in all probability what the public have taken for an aeroplane has been nothing more than a hawk, which frequently flutters over the hill, or a box kite flown by a little boy.

Now I would just like to disillusion the mind of "Mr. H.P.S." and inform him right here that what has been seen by various people at Sea Point is an aeroplane. There are some people, thank goodness, who still can discriminate between a box kite and an aeroplane, and who do know that hawks don't fly about with strong headlights.

I would just like to assure "Mr. H.P.S." that I, together with four other gentlemen, saw the aeroplane or hydroplane, last Thursday evening at about 9.45. At the time it was seen it was travelling at a good height over the sea in an easterly direction. It subsequently slowly descended and disappeared from view in the course of its flight it displayed at intervals red and green lights. We saw it distinctly with the naked eye, but had a better view of it with field glasses which we were using. I am quite aware that a box kite is to be seen occasionally at Sea Point, but then, as I have said before, a box kite is not an aeroplane, at least to

ONE WHO KNOWS.

1914 August 26 (Wed) Cape Times, p. 5.

Aeroplane Reports.

DARLING, Aug. 25.—(Reuter South African Press Agency.)—A mysterious aeroplane was seen by a well-known farmer here, residing near the coast, on Friday last, at 10.30 p.m. It was traveling fairly high up and along the coast line in the direction of Cape Town. It had a strong headlight, which was visible all the time.

CARNARVON, Aug. 25.—It is reported that an aeroplane was seen on Sunday night, passing southwards over the farm Bitterpoort, one of the farms at Olifantsvlei.

1914 August 26 (Wed) Johannesburg Star, 2nd ed., p. 4. (card 1)

AEROPLANE MYSTERY. / East Rand Story. / (FROM OUR OWN CORRESPONDENT.) / GERMISTON, Wednesday.—A story was circulated in Germiston that an aeroplane was seen over Clebe Station, near Germiston, at four o'clock in the morning. Most people are sceptical, but what foundation there is for the rumour is hard to trace.

Something Seen in January.

Yesterday I received the following interesting communication from a former resident of Pretoria, now of Benoni, which is not without some piquant interest: In regard to the presumed German aeroplane said to have been seen over Pretoria, I should like to relate to you a little experience of my own while in that town. One evening in January, between 9 and 10 p.m., the children called me to the verandah to see a shooting star. We all went to the gate and watched. The supposed star proved to be a powerful light or lamp attached to what appeared to be an aeroplane in shape. For some time the machine circled over the town and then descended about 11:30 p.m. as far as I could guess on to the roof of the Law Courts, not far from where we were. As the machine circled in the air it made a loud swishing kind of noise. I spoke of the matter next day, yet, strange to say, the only one who had noticed it was an old native man. / Plane or Kite? / Golfers' Game Interrupted. /

A correspondent of the "Cape Argus" wrote on Saturday: "Do we sleep, do we dream, do we wonder and doubt? Are things what they seem, or is visions about?" asked Bert (sic) Harte's "Truthful James" many years ago. Something is certainly about, but whether it is a vision, an aeroplane, or a harmless box kite, which some benevolent old gentleman is experimenting with in the neighborhood of Sea Point has yet to be proved. Venus by night, box kite or bird by day, be it what it may, the resident of Sea Point, who claimed to be "a bit of a hermit with an eye like a hawk," and he was sure the thing he had seen flying about various parts of the Peninsula was "an eagle." Another sea and star gazer of some celebrity said with Sairey Gamp he didn't believe there was any such thing as an aeroplane flying about the place at all. I have it on the very best authority that yesterday afternoon a very interesting match between the ladies of the Metropolitan Cold Club and the Royal Cape had to be abandoned through a box kite.

The match was set down for decision on the former's links, near the fort at Green Point. The grounds were so crowded, it being purely a ladies' day, that the gentlemen could not manage to get a chance of a game till nearly six o'clock.

Like a Bir Bird.

While the match was in progress one of the ladies was seen hurriedly leaving the links. She was quickly followed by the others, all making for the gate near the first tee. Someone had ordered them to abandon play. It was said the instruction came from the fort nearby. One lady, a prominent golf player, said an officer requested her to leave the links, at the same time pointing out an aeroplane (?) which was then visible about five hundred feet high, and not appearing much larger at that distance than a big sea bird, owing to the falling background of light and dark clouds. Alternately, said a well-known city professional gentleman, who was present to the writer this morning, the object, whatever it was, certainly gave one the impression that it grew bigger and more distinct every now and then, but its bearing remained absolutely unaltered. And, to use a military expression, it "marked time" at the same spot for almost an hour, simply swaying gently in the light breeze. Naturally, though, there was some excitement, for the lady in question said she had been told by the officer that the aeroplane was expected to come within the range of shell fire, and that it would be dangerous to stay on the links. She informed her opponent that she would have to abandon the game. Other ladies resigned, being too nervous to finish. The few gentlemen present then took advantage of the unexpected opportunity of a clear course, which had the effect of bringing some of the ladies back. The majority of those present were convinced the object seen in the sky was nothing more or less than a large box kite and ridiculed the suggestion that an aeroplane was about.

1914 August 26 (Wed) Pretoria News, p. 5.

Another Sky Visitor?

There have been numerous rumours abroad of [hosts] of mysterious lights seen in the sky over the Pretoria district, and stories of foreign aeroplanes and Zeppelins have been freely circulated.

To-day another story came from Dorrdepoort, where it is stated that natives witnessed something mysterious in the air. It is described by one native as "a great big thing, with red and blue lights, and another big bright light which shone down to the ground."

1914 August 26 (Wed) Rand Daily Mail (Johannesburg), p. 3.

THAT AEROPLANE /

The "Worcester Standard" records the appearance of an aeroplane at Worcester, Swellendam, Robertson, Goudini and Nuy, and concludes by saying that the following is posted up at Worcester Court house—

Notice: As it has come to my knowledge that kites and air balloons to which Chinese lanterns and other lights are suspended, are being sent up at nighttime in this town, notice is hereby given that this must cease, as it causes needless excitement and unnecessary alarm at the present time.—J.W. Kuys, Magistrate, August 19.

The paper understands that some Worcester lads have lately been indulging in this form of amusement.

1914 August 27 (Th) Cape Argus, 2nd ed., p. 5.

THE MYSTERIOUS AEROPLANE. / What East London Saw. /

East London, and particularly Oxford-street, was agog with excitement on Saturday evening. At every corner, states the "Dispatch," were to be seen groups of men, women and children, with eyes goggling, fingers pointing heavenward, and tongues going twenty-four to the dozen as they gazed at an alleged aeroplane in the western heavens. There it was sure enough, visible to all but the blind; at least, a very brilliant light was visible. An aeroplane it was, and that there was no doubt, for according to various observers it went through all the tricks in an up-to-date airman's repertoire. It looped the loop, squared the circle, spiralled up and spiralled down, volplaned, Tangoed to the right and one-stepped to the left, advanced, retired, set to partners, hands down the middle, did everything except come nearer and descend in the Recreation Ground of the Market Square. And that searchlight, what did that not do? It waxed and waned, appeared and disappeared, twinkled, winked the other eye, and signalled in the Morse code in English, French, Dutch, German, Sanscrit, Volapuk and Pitman's shorthand. And all the time it was getting further and further away, though never diminishing in brightness, so that it must have been carried in the tail of the machine.

And oh, the theories that were advanced. Men laid down the law, all at once, nobody listening. Ladies became alarmed and wanted to go home and protect their babies from bombs and children danced around and thought it fine. At the Olympia Rink a fuse thoughtfully blew out, dousing all the lights, so that patrons might have a better view of the wonder. And it was not until it disappeared behind a heavy bank of clouds in the west that East Londoners breathed a sigh of relief at another happy escape, and went home to dip their pens in the candle and write to the "Daily Dispatch" to describe in letters of fire and words of flame the dastardly attempt to blow up an undefended city.

Judge of the general surprise when the same aeroplane appeared yesterday in about the same place. However, it is safe to predict that it may be looked for again to-night and for several following nights. As a matter of fact what was seen was the evening star, Venus, which happened to be particularly brilliant. A heavy bank of clouds fringed with flying acid and aided by vivid imaginations accounted for all the evolutions and manoeuvres, and we have to hesitation in assuring everyone that they may sleep in peace, for if it depends upon this particular aeroplane, no bombs will be dropped on East London. Twinkle, twinkle, little star, / How I wonder what you are. Up above the world you fly / Like an airship in the sky.

NATIVE RESTLESSNESS / The Folly of Wild Rumours /

We are informed that there is a very considerable restlessness among the natives in ~~the~~ Durban, and that large numbers are returning to their kraals in great haste, because they fear that some disaster as the outcome of the European War will befall them.

It appears that they have been led away by false rumours and are confident that German aeroplanes are about to deal death and destruction from on high, that their kraals will be burnt up and their people killed by falling bombs. The matter has also engaged the attention of prominent chiefs, who also appear to dread that something unusual is about to happen.

There can be no doubt that this scare among the natives owes its origin to the wild and foolish rumours which are being circulated by ignorant alarmists. White men are able to listen to such rumours with calmness, well knowing that in ninety-nine cases out of a hundred, they have no foundation in fact, but with the natives it is entirely different. They have not all got access to the newspapers and are easily led astray by false and exaggerated rumours.

It will be remembered that on August 10 the Union Government felt constrained to issue a reassuring message to the natives, and this was published in the columns of the daily Press. We do not know, however whether the message has been conveyed to them through the ordinary channels, and certainly no reports of any large gatherings of natives being publicly addressed by the Native Commissioners or magistrates have reached us.

Although there can be no doubt, from the information at our disposal, that the scare has got hold of the Durban natives. It may not be too late for those who have dealings with them to allay their groundless fears. In view of the importance of the matter, we re-produce the text of General Botha's official message as wired from Pretoria on August 10, which read as follows:--

"General Botha feels that as some concern may be felt by the natives in regard to rumours which may have reached them as to the existence of a state of war in His Majesty's Dominions, it is desirable to send them the following message:--

"A state of war with Germany does at present exist, and the forces of the Empire in Europe are actively engaged with His Majesty's enemies. There is, however, little probability at present of any trouble which need seriously affect the natives in the Union of South Africa, though there may for a time be a considerable disturbance in commercial conditions, curtailing in certain directions, the opportunity of employment for natives.

"The Government, therefore, trusts that the natives will display their customary loyalty to His Majesty and the Union of South Africa, by going quietly about their daily work, and paying no heed to idle rumours, resting assured that the Government, as heretofore, will carefully watch over their interest in common with those of the other inhabitants of the Union.

"General Botha will at all times be prepared, through his offices to furnish any further information which may be sought as the situation develops, and to explain, as far as lies in his power, any point which may seem obscure."

1914 August 20 (Fri) Cape Argus, p. 4.

SEA POINT AEROPLANE. / (To The Editor, "Cape Argus.")

Sir.--I read with much amusement a letter signed by H.P.S. appearing in your issue of the 24th inst., wherein he very kindly informs us that the hydroplane or aeroplane that has been seen flying over and around our city lately is a hawk or a box kite flown by some little boys. Now I would just like to ask H.P.S. if he has ever heard of, or seen a hawk flying about at night showing a very strong head light, or of little boys putting out to sea at nine o'clock at night to fly a kite? I happened to be one of the four gentlemen mentioned in a letter of last evening's issue, signed by "One Who Knows," who had the pleasure of seeing this aeroplane, and can corroborate all "One Who Knows" has said.--Yours, etc.,

ANOTHER WHO KNOWS.

Cape Argus 8/28, p. 5.--222 Appendix p.
1914 August 28 (Fri) Johannesburg Star, 2nd ed., p. 3.

AEROPLANE OR PLANET? / Bright-Burning Venus. /

Residents all over the Peninsula (says the "Argus") have been excited for the past week or more about the mysterious aeroplane. Those who say they saw it are positive that it is an aerial craft and we have ~~had~~ even had telegrams from the country saying that residents in the Clanwilliam and Robertson districts have seen it. The movements of this aircraft have caused a certain amount of perturbation. A suggestion has now been put forth by the astronomers at the Royal Observatory. Almost invariably this aeroplane, when seen at night, has been observed about nine o'clock, bearing a strong headlight. Well, at the present time the planet Venus is very bright and it is suggested that people with strong imagination, might be inclined to think they were looking at the headlight of an ~~air~~ aeroplane. / [continued by Cape Argus, Fri. Aug. 21, p. 6.] Last night down at Observatory several residents were watching the planet, no doubt under the impression that it was the air vessel which has been causing so much speculation for the past week.

If the aeroplane was a hostile one then it could only come from G.S.W. Africa, and would not betoken its presence by carrying a headlight.

1914 August 28 (Fri) Natal Advertiser, last p.

ALLEGED NATIVE RESTLESSNESS / What the Officials Have Done.

We are glad to learn from an authoritative source, with regard to the statements appearing in this paper yesterday, that more than

a week ago the magistrate at Pinetown, who is a fluent native linguist, was sent round the Umsazi locations, and got into personal touch with the chiefs and headmen of every tribe, and that he explained the position to them.

The natives in town have also had the position explained by competent interpreters.

We are glad to be in a position to state that these ~~taxi~~ definite and necessary steps have been taken by the local officials to allay the not unnatural alarm of natives, who, of course, are easily led to believe the rumours which they hear from white men. There is every reason to believe that such mischief has been done by employers who talk foolishly to their native servants, and repeat silly rumours, and it was mainly with the object of drawing attention to this that we referred to the matter.

We have caused inquiries to be made in such quarters as are likely to furnish facts, rather than rumours, and as a result we can fully confirm the statements made in this paper yesterday.

We are informed that the authorities took fresh steps to warn the natives this morning against the folly of being scared away by false reports. It is nevertheless acknowledged that our article was timely and that it is eminently desirable that a general endeavour be made to quieten the needless uneasiness of the natives. Officials closely in touch with the natives states that the railway authorities are experiencing difficulties in coping with the traffic, so many natives demanding train accommodation, and it is expected that the end of the month will see a larger exodus.

A well-known compound manager at the Point has been advised by his Indunas to place extra guards on the compounds in order to prevent the growing cases of desertion. One of the whaling companies at the Bluff is reported to have lost as many as sixty boys recently.

There cannot be any doubt that the natives are exhibiting signs of restlessness and leaving for their homes, but it must be clearly understood that there is a vast difference between "restlessness" and "native unrest," as it is commonly understood. The present attitude of the native is simply a scared feeling and a desire to get to his home in case of coming danger. We have not suggested that the officials charged with the duty of warning the chiefs have failed in that respect, but the fact remains that the natives are to a large extent unconvinced. Perhaps the ~~tax~~ wisest course would be for the European population to refrain from repeating the senseless rumours which are flying about.

1914 August 29 (Sat) Cape Argus, p. 8.

THE SEA POINT AEROPLANE. / (To The Editor, "Cape Argus.")

Sir.--In reply to "Another Who Knows," I would state that personally I have not seen hawks ~~fly~~ flying about at night with green lights attached to their tails, but I have heard of people seeing such things, some even seeing snakes flying about with terrible illuminations. In my letter to you I referred, of course, to the "aeroplane" supposed to have been seen by day. I stay at home at night.--Yours, etc.,

H.P.S.
1914 August 29 (Sat) Cape Times, p. 8.

Defense Department and Aeroplanes. / No Union Machines. / Citizens Requested to Fire on All Visitors.

PRETORIA, Aug. 28.--(Reuter's South African Press Agency.)--Report having been made in the Press and elsewhere during recent weeks of aeroplanes having been seen in flight in various parts of the Union, it is officially notified by the Government that as there are no Union aeroplanes in South Africa, any which may henceforth be seen are enemy aeroplanes.

Anyone, therefore, seeing an aeroplane in flight anywhere in the Union, is requested to fire on it, and attempt to bring it down, or, should it be seen in repose, is invited to capture and to report the matter forthwith to the nearest police post.

1914 August 29 (Sat) Natal Advertiser, p. 7.

ONCE A WEEK ...

Discussing the phantom aeroplane, a "Witness" humorist makes one or two pertinent remarks, as for instance:--

Whether it is a British or German aeroplane nobody knows. Where it comes from is equally a mystery. Where it goes to we cannot guess. How it lands for re-petrolling and where the pilot gets his food are insoluble mysteries.

Nevertheless, it has been flying about Natal every night for nearly two weeks, and has been seen by respectable citizens hovering over Maritzburg long before they have tasted their sixth whiskey.

Why it should carry headlights is hard to say. There is no rule of the air yet, and no policeman up there to enforce it if there were. There are no other aeroplanes in the Natal heavens to run into, and it is not likely to bump into a meteor without seeing it.

Why, too, should it fly by night. Much more useful and interesting observations could be made by daylight. It could be seen for instance whether the last horse had come to hand for Royston's or whether the Carbineers had managed to get hold of uniforms. Then the enemy would know the war was to begin.

And why, if it dare not appear by day, does it advertise its whereabouts by exhibiting a giglanzo after dark?

There is a baffling mystery about it all. If it is German, it is doing poor scouting high up in the air of nightfall, and exhibits bad judgment by lighting up and giving itself away. If it is British why make a mystery at all? It is if it is imagination, why not turn itself into a Zeppelin right away, and give us all a bigger tonic to talk about?

Most sensible people will agree with me in deploring the absence of any legal machinery by which people can be prevented from spreading false and malicious rumours. It is absolutely maddening to be com-

pelled day after day to listen to the amazing rumours which people get hold of, and sometimes I think it is more a case for the doctors than the police. We have all heard the ghastly things which were said about some of the bravest and best of British commanders, how they had fallen victims to disaster before they even got to the front and while no one believed the stories, they were yet told with detail which almost pointed to an authentic origin. Where do these weird yarns come from? Who invents them? and why? So far as public opinion goes, it is not a matter for concern when the subject of the rumour is merely an alleged disaster but when the personal honour of highly-placed persons is concerned, it is a different matter altogether, and I certainly think the authorities should make some effort to trace the origin of the canard, or at least make an example of one or two who have repeated it. People have a most objectionable way of saying afterwards that they "really did not believe it," but all the same the mischief has been done by repeating the scandal.

Then again, these heedless creatures who seem to feed on rumour as a vulture feeds on carrion, never pause to think of [the] effect of their lying twaddle on other people. If you see a statement in the newspaper from a duly accredited agency, you can feel sure that there is some foundation for it, but when it is labelled clearly as a "report" or a "rumour," or what one correspondent on one side or the other supplies some sensation-mongering paper with, you naturally take it for what it is worth. But when a man comes to you and says that he has heard, for instance, that a liner with three hundred nurses on board has been sunk off the English coast, you are apt to get a shock. No one can tell you where the report comes from, only that every one has heard it. These things do not affect men very much, but we forget the women. Many a tender-hearted woman heard that particular rumour during the week, spent sleepless hours thinking of the horror of it, perhaps drawing a mental picture of the same, perhaps only falling asleep to indulge in vivid dreams of some such awful catastrophe. Shock after shock of that kind tells upon the nerves, and it is no relief to find afterwards that the rumour was only a pitiful lie. By that time the mischief is done. People should be sternly discouraged from spreading false rumours, and I certainly think it is a pity that the police cannot take action in the matter.

The unfortunate part of the aeroplane rumours is that the natives have taken them quite seriously, and departed in hot haste to their kraals. One can hardly blame them, for if white men are led away by such stupid tales, we cannot expect natives to discredit them. How any man can be so infernally stupid and unreasoning passes my comprehension. Those who mix with Buller's Brigade during the last war in this country, will remember the "Boer signal" that followed the camp, and always appears shortly after sundown as soon as the tents were pitched—that is, when there were any tents to pitch. What bets were made, what quarrels took place, how men argued and argued that the falling light was a signal to the Boers to show where the camping ground was. It took a long time to convince the men that what they saw was the planet Venus going to bed.

1914 August 29 (Sat) Pretoria News, p. 5.

Day by Day. ...

Among the places visited by the nocturnal aeroplane was Capetown, where it soared over Table Mountain. The caretaker in charge of the Wynberg Reservoir on the mountain reported to the police that he saw what he took to be an aeroplane at about 9.20 one evening, proceeding in the direction of Mout Bay. It carried a strong head light, and as far as he was able to judge it was flying a course a little way out to sea. A few minutes afterwards he telephoned that the aeroplane was returning, and evidently making towards Table Bay. He lost sight of it as it passed behind the higher portion of Table Mountain.

1914 August 29 (Sat) Rand Daily Mail, p. 5.

THOSE AEROPLANES / PUBLIC INVITED TO CAPTURE THEM/ The Reuter S.A. Press Agency / Pretoria, Friday.

Reports having been made in the press and elsewhere during recent weeks of aeroplanes having been seen in flight in various parts of the Union, it is officially notified by the Government that as there are no Union aeroplanes in South Africa, any which may henceforth be seen are the enemy's aeroplanes.

Anyone therefore seeing an aeroplane in flight anywhere in the Union is requested to fire on it and attempt to bring it down, or, should it be seen in repose is ~~requested~~ invited to capture it and report the matter forthwith to the nearest police post.

"AEROPLANES" IN NATAL / (From Our Own Correspondent.) / Durban, Friday
Reports of aeroplane appearances are coming in from many parts of Natal.

In this district opinion ~~is~~ appears to be growing that there is something in these accounts, and that the aeroplanes concerned are Union machines.

1914 August 31 (Mon.) Cape Argus, p. 3.

THAT AEROPLANE. / (TO THE EDITOR, "CAPE ARGUS.")

Sir,—That aeroplane again? Having more than a nodding acquaintance with the technicalities of flying I could point out a dozen reasons why none of my correspondents have seen a hydroplane or an aeroplane flying at night in or around the Peninsula. But to avoid technicalities I will point to one thing only—that headlight.

A headlight is, after all, a headlight. The Motor Ordinance, I think, would not apply aloft, so that our aviator would not have his number taken for flying at night without a tail light. We will take it as a head light. But for your correspondents to see a headlight it must be coming towards them or backing away. As it could not disappear and approach at the same time, I think it must have been backing away. Going away something like one leaves royalty—tail first.

If the four stargazers will send a rough sketch of the scene, with

the exact time and place to the Observatory they will tell them which particular star "caught them bending."—Yours, etc., / HEADLIGHT. / (TO THE EDITOR, "CAPE ARGUS.")

Sir,—I give the following as it was told to me to-day. Perhaps you may think it worth while printing.

When on her journey from Durban to Cape Town on Tuesday week the s.s. Kathlaur sighted an aeroplane as it came nearer and nearer to the ship it appeared to be about to swoop down upon her. Eventually it came so close that it touched the wire that is strung from the mast to that of the vessel, and forms part of the wireless apparatus that the ship carries. One of the passengers on board asserts his belief that it was the intention of the aeroplane pilot to cut the wire, but that he failed, and so hurried away. All the passengers of s.s. Kathlaur, as well as the officers and crew, saw the aeroplane, while a number of Indians on board were so alarmed that they knelt down and prayed on deck.—I am, sir etc., / A.E.P. / Cape Town, August 29, 1914.

F.S.—My informant in connection with the above has, I believe, some knowledge of G.S.W. Africa, and made the statement that it is not an uncommon thing there for a doctor, in case of urgent sickness, to be taken by aeroplane to visit his patients. Perhaps some of your readers may be able to support or contradict either of these statements, which are both distinctly interesting, if true.

1914 August 31 (Mon) (Johannesburg) Star, 2nd ed., p. 3.

Coloured Planet.

The other night, writes the Brandfort correspondent of the "Bloemfontein Post," a strange phenomenon was noticed before 9:30. Venus was setting, and the light of the planet changed into a bright red, about every thirty seconds, changing again to a greenish one and then to the natural colours. This was witnessed by ten different people at the Wesleyan Manse. As Venus, when near the horizon, appears to set very quickly, it is possible, if this change has taken place on previous occasions, that she may have been mistaken for an aeroplane? 1914 August 31 (Mon) Natal Advertiser (Durban), p. 1.

The Mysterious Aeroplane. / [Reuter's Special Service.]

UMHATA, August 29.—A gentleman who can be relied upon, has just arrived from the coast and says that on Monday, from a hole in the wall, in old Morley District, two aeroplanes were seen to arise from the vessel, and make an inland incursion, afterwards returning to sea. The vessel has been observed cruising between the rivers St. Mark John and Xera.

Sept. 1, p. 1. Aerial Spy. / Aeroplane Over Middleton. / [Reuters.] SOMERSET EAST, August 31.—An aeroplane passed over Middleton this morning and was seen by the residents and by the passengers in a train. Mon. Aug. 31, p. 5. Cape Argus. THE AEROPLANE AGAIN. / Reuter's Inland Service. / Somerset East, Monday.

An aeroplane passed over Middleton this morning, going in the direction of Cookhouse. It was seen by the residents of Middleton and by passengers in the up train.

1914 August 31 (Mon) Pretoria News, p. 5.

AEROPLANE AT SKINNER'S COURT. / (To the Editor.)

Sir:—Last night a gun shot surprised us. A Mr. Cronje living close to Skinner's Court came up to the hotel and called us out to see the lights of an aeroplane up in the sky.

It was about 8:45 p.m. when it passed over, but I did not see it till it was probably flashing [a] searchlight over the Leper Asylum. About 9:15 p.m. it disappeared north-west, evidently making for German West Africa.

It was travelling at about 50 miles an hour as nearly as I could judge, and was seen by 5 persons.

I also believe it was seen by more of my neighbors, who rushed out to see what was the matter on hearing the warning report of Mr. Cronje's gun.—I am, etc.

Alfred Allen,

1914 September 1 (Tues) Cape Argus, p. 5.

THAT AEROPLANE. / Farmer's Fruitless Shot. / (FROM OUR OWN CORRESPONDENT.) / Pretoria, Tuesday.

The German aeroplane in South Africa threatens to outdo the sea serpent at the present time as a scare lines, when things are dull. It has now been seen travelling diverse ways in the Pretoria district, and one enterprising farmer a night or two ago, taking advantage of the Government's injunction, tried a pot shot at the aerial object, failing, of course, to hit it.

It is undeniable that real aeroplanes have been seen in various parts of South Africa since the outbreak of war, but it is equally undeniable that most of the objects reported as having been seen are figments of overheated imaginations.

The most disquieting phase of the matter is the apparent ease with which the journeying aeronaut can replenish his supplies of petrol without having to go outside this country for it.

1914 September 1 (Tues) Cape Times, p. 5.

Aeroplane Seen Again.

SOMERSET EAST, Aug. 31.—(Reuter South African Press Agency.)—An aeroplane passed over Middleton this morning, going in the direction of Cookhouse. It was seen by the residents of Middleton and by passengers in the up-train.

Friday Sept. 11, p. 7—Vryburg Aeroplane.

VRYBURG, Sept. 10.—(Reuter South African Press Agency.)—A mysterious aeroplane continues to be seen in different parts of the district.

22, 5a—bright new comet visible near Archernar.

Wed. Nov. 25 p. 7--Aeroplanes in South Africa / A Newspaper's Opinion. Tuesday.--The "Morning Post," [London] in a special article dealing with the reports that the Germans are using aeroplanes in South Africa, says there is every reason to assume that the British forces in South Africa will be given an aeroplane service as up-to-date as that operating on the Continent.--Reuter.

it down to imagination, but in order to corroborate this statement, the names of the parties concerned will be furnished if desired.-- Yours, etc., / "ALERT," / Sea View, September 2, 1914. 1914 September 5 (Sat.) Cape Argus, p. 7.

Tues. Dec. 22 p. 7--"Taube" at Work in German West. / Scared Away by Big Gun Fire. / No Shells Dropped. / (Reuter's Special Correspondent with Sir Duncan McKenzie's Force.)

THAT AEROPLANE. / Natal Reports. / (From Our Own Correspondent.) / Durban, Friday.

Tschaukaib, G.S.W.A., Dec. 20... A Taube monoplane came from Aus this morning about 6 o'clock, but was unable to get near this or any other of our camps, owing to our big gun fire. The airman went as far as Rothkuppe, and then returned flying extremely high, also wide of us. He dropped no shells.

A Verulam correspondent to the local press writes that there is sufficient evidence to believe that aeroplanes pass through the Verulam district every two or three days, approximately in a direction from Tongaat beach to Inanda and beyond, returning in about the same line, viz, due east and west. It is also reported by several residents at Sea View and South Coast Junction that an aeroplane with a strong head light was seen moving across the sky about 9 o'clock on Wednesday night. Another writer states that some of his Indian employees, 20 or more persons in all, saw what they are convinced was an aeroplane over Sydenham, a suburb of Durban, on Monday night about 9 o'clock. He contends that it is time some steps were taken to stop these mysterious flights. 1914 September 5 (Sat) Cape Times, p. 5.

Dec. 25--Zeppelin sighted in Holland & Norway.

1914 September 1 (Tues) Natal Advertiser, last p.

The Mysterious Aeroplane / SEEN AT BELLAIR LAST NIGHT. / The mysterious aeroplane which has set all South Africa talking by its peripatetic proclivities, has now made its appearance nearer home, and it was said to have been seen by some of Bellair's most respected residents a last night. According to our informant it would appear that he was getting ready to retire for the night at about 11 o'clock, when he heard a buzzing noise in the air. With the aeroplane in his mind, he at once went out, and with the aid of a powerful pair of field glasses he made out the shape of something in the air which, with the buzzing sound he heard, convinced him that the aeroplane which has been seen all over South Africa was paying Bellair a visit. He could not make out the form of the machine, but could distinctly see the light it carried and the noise it made was that of an aircraft. Our informant states that presently the light disappeared over the hills in the direction of Isipingo (?), and was seen no more, and from what he saw and heard he was convinced that an aeroplane had passed over Bellair.

AVIATOR DISCUSSES AIR VISITORS. / JOHN WESTON'S VIEWS. / "Searchlights" and Long Distance Flights. / BLOEMFONTEIN, Sept. 4.--(From Our Correspondent.)--"There are no Zeppelins nor any other airships in the Union or German South-West Africa, and aeroplanes are still far from having attained a degree of reliability that would warrant belief in the stories that are reaching us." That is what John Weston, aviator, says in a letter to the "Post."

We learn that the driver and fireman of a train that passed through Bellair at about the same time reported that they also saw the aeroplane. 1914 September 1 (Tues) Rand Daily Mail (Johannesburg), p. 5.

Concerning the phantom aircraft, he points out that the distance from the German border to places where aircraft are reported to have been seen varies from 400 to 500 miles or 800 to 1,000 miles for the double journey, and gives particulars to show that aeroplanes could not have travelled the distance several nights in succession, or remained in the air for several days. Moreover, he says, aircraft could not fulfill any useful purpose by paying us visits in the night. His opinion is that Venus, small fire balloons and illuminated kites, are responsible for all the hubbub. It only requires a little imagination, he adds, to see strong searchlights in Venus, especially when clouds are moving along, as in that case the searchlight would appear to travel in the sky, the apparent speed being proportioned to the velocity of the clouds, and inversely to their distance from observers. Fire balloons are known to have been released in Bloemfontein, and Weston relates an amusing incident which occurred at Brandfort recently when what appeared to be aircraft proved to be a kite to which bicycle lamps had been attached. 1914 September 5 (Sat) Natal Advertiser, p. 7. (card 1)

AEROPLANE NEAR SOMERSET WEST / SEEN IN DAYLIGHT / The Reuter--S.A. Press Agency / Somerset East, Monday.

An aeroplane passed over Middleton this morning, and was seen by residents and passengers in the train. "AEROPLANE" FIRED ON AT PRETORIA / (From Our Own Correspondent.) / Pretoria, Monday.

The crop of baseless rumors grows and flourishes, and there seems to be no chance of stifling it. Not many weeks ago people were going around about with a story that the "Iron Duke," with Admiral Jellicoe aboard, had been sunk in the North Sea. They had the very same rumour in London, and I do not suppose you could have convinced anyone here that it was false. And yet we now know that there was no truth in it whatever. It was only one of a hundred stupid reports circulated broadcast through the town, and honestly believed by many sensible people. It was repeated to me with great detail and circumstance. But none of these senseless rumours have had so disastrous an effect on the mind of the public as the yarns from all parts of South Africa about the "mysterious aeroplane." I have referred to it before, but it crops up with nauseating frequency and strains one's instincts of politeness to breaking point. A man comes up to you and says, with all the solemnity of a judge, that he has seen what he calls "the air-eoplane." You know that he has not, but you cannot very well tell him that he is a blithering idiot. Here, for instance, is one of the latest variations, actually printed in cold type, in the form of a Reuter's message from Umtata:-- "A gentleman who can be relied upon, and has just arrived from the coast, says that on Monday, from a hole in the wall, in the old Morley district, two aeroplanes were seen to arise from a vessel and make an inland incursion, afterwards returning to sea. The vessel has been observed cruising between the rivers St. John and Xora." / "Would the gentleman who can be relied upon," kindly explain how any vessel could possibly be "observed" cruising between the rivers St. John and Xora? That particular part of the Indian Ocean is the highway between Durban and East London, and British ships are passing to and fro daily. It is, therefore, difficult to imagine how any vessel can be hovering about there fooling with an aeroplane. I have my doubts about that "hole in the wall, in the old Morley district." / If I wanted to practice on the credulity of the Durban public, and walked down West Street to-morrow and told one or two people that Lord Kitchener and the Kaiser had been seen engaged in mortal combat on Folkestone Beach, the story would be all over Johannesburg by Monday night. / Apropos of phantom aeroplanes a Reuter's wire from Somerset East on Monday informed a gaping world that "an aeroplane passed over Middleton this morning and was seen by residents and passengers in a train." This is somewhat vague, but that is a characteristic of aeroplane rumours. What one would like to know is whether the residents were in the train or whether the aeroplane was seen in the train by the passengers, or whether--but what is the good of worrying, here I am, wasting time when I ought to be moulting bullocks. 1914 September 1 (Mon) Natal Advertiser, last p.

The authorities are concerned with the appearance of an aeroplane in the Rustenburg district, where it was seen twice last week. The reports come from reliable quarters, and are accepted as correct.

An aeroplane is also reported to have appeared over Pretoria last night, and to have been ineffectually fired on. When such a visitor makes its appearance, those who see it are earnestly requested to report on the spot to the police or Defence Headquarters. 1914 September 2 (Wed) Pretoria News, p. 5.

Our Aeroplanes. / (To the Editor.)

Sir.--We have now been regaled for some time upon the exciting news that aeroplanes have been seen at night over various places in the Union. The news is of such an important nature that these surprise visits have been distributed in a most generous way--so we have it that places upon the extreme east coast are also being visited by these mysterious craft. These latter are said to come from the sea, whilst the western visitants are credited to German South West Africa. Now, one thing is certain; aeroplanes from German South West Africa cannot go the distances alleged to have been travelled and succeed in going back again. Besides, mishaps must take place sometimes. None of these have occurred, and these phantom craft have been seen eight and nine hundred miles away from the border of German South West Africa--I had--supposedly to cover up to eighteen hundred miles in and out. This is sheer nonsense, in the case of aeroplanes.

The possibilities and probabilities must then be looked for elsewhere. We are either being victimized by various bodies of practical jokers in the Union, or there is another explanation, which has quite a serious value. Balloons may be made automatically dirigible, and they may even be so governed by certain machinery carried by themselves as to be destroyed after a certain time in the air. There is no insurmountable difficulty to send balloons off with certain prevailing winds to carry news to German South West Africa. A computation of the air-current, the adjustment of the clock-explosive, and a balloon may carry a batch of very instructive letters and drop them in German South West Africa, if the explosion be well timed. I am, etc., H.C. Marais.

1914 September 4 (Fri) Natal Advertiser, p. 5.

AEROPLANE SCARE / (To the Editor, "Natal Advertiser.")

Sir.--It will perhaps be interesting to your readers to learn that the much-talked of aeroplane has just passed over Sea View, and was witnessed by a party of seven (five ladies and two gentlemen). It was travelling in a westerly direction, and carried a large bright light in the rear. No doubt there will be many who will discredit the above and put

That Aeroplane! / Reports were freely circulated in Durban this morning that the mysterious aeroplane that has so much perturbed all South Africa since

the outbreak of hostilities, was seen flying over the town last night. According to eyewitnesses, who claimed that they saw the machine, the aeroplane crossed over the racecourse from the direction of the sea, at about nine o'clock, and its noise brought a large number of the D.L.I. from their tents. It was said to have carried three lights, which were plainly visible, whilst the whirr of its propeller was distinctly heard. The aeroplane travelled at a great pace direct from the sea over the Berea, where it was lost to view.

1914 September 9 (Wed.) Cape Argus, 2nd ed., p. 5.

MYSTERIOUS AEROPLANES. / A Natal Report. / (From Our Own Correspondent) / Durban, Wednesday.

Reports as to the passage of aeroplanes over the Natal coast districts persist, and one statement, with apparently some authenticity behind it, is that soon after the appearance over his plantation of this supposed object, a considerable quantity of a planter's growing sugar had been found to have been burned during the night. There is no data as to the base from which these apparitions are conjectured to operate.

1914 September 10 (Th) Rand Daily Mail, p. 2.

THAT AEROPLANE / SEEN AT WARBATHS /

On Sunday evening, just before dusk, an aeroplane was seen flying over the Warbaths district from west to east.

The incident was noted by a number of white people, and was officially reported to the local postmaster for the information of the Government. The airship was calculated by the local Fieldcornet to be about 600 yards high when flying over his house.

One Dutchman, who had both seen and heard the aeroplane, described it as a flying motor car. When asked why he did not shoot at it he replied that he was afraid it might drop a bomb on him.

Our informant draws attention to the fact that there are several German mission stations in the Waterberg district.

1914 September 18 (Fri) Cape Times, p. 5.

AEROPLANE PROBLEM. / Maritzburg Optician's Solution.

PIETERMARITZBURG, Sept. 17.—(Reuter South African Press Agency)—A well-known optician and meteorologist is emphatic in stating that he has discovered the solution to the latest "aeroplane" problem. In the course of an interview he stated that he satisfied himself last night, with the aid of a powerful Goertz glass, that the latest aeroplane was nothing more or less than a brilliant planet.

The appearance, disappearance and reappearance were easily accounted for by the fact that as the planet was low on the horizon at 8 o'clock in the evening the wind from the opposite direction, sent all the moisture, or vapour, towards the west, and this would hide the star every now and then. Just at present the air is carrying an unusual amount of moisture. The meteorologist commends this explanation to other discoverers of supposed aeroplanes in South African skies.

1914 September 21 (Mon) Cape Times, p. 8.

(SOUTH AFRICA AND THE WAR) / AEROPLANES IN GERMAN SOUTH-WEST. / ONLY ONE EFFICIENT. / Military Machine Damaged Last Month. /

The Reuter South African Press Agency learns on reliable authority that, of the three German aeroplanes in the southern portion of Africa, at the outbreak of hostilities, only one is now efficient. One which was imported for show purposes, and piloted by Lieut. Duchner, is of little practical use, and is now at Dar-es-Salaam.

The two other machines are high class military aeroplanes, and are in German South-West Africa, but one was irretrievably damaged at Keetmanshoop early in August, while the pilot was attempting to alight

Rand D. Mail, same date, p. 5, almost ident.

Sat. Dec. 19, Cape Times p. 9.

OPERATIONS IN C.S.W.A. / SHELLS DROPPED FROM ENEMY MONOPLANE

...The Germans flew a Taube monoplane over our camp this morning.

After the previous day's fight, such a visit was more or less expected and everybody was on the qui vive.

(The airman flew at a high altitude, above the mist, and was heard a long distance away. He dropped two shells, injuring 9 men, and sending a few fragments through a Red Cross tent.)

1914 October 11 (Sat) The Star, Johannesburg, p. 5.

RUSSIAN GENERAL'S STORY / VISION IN THE SKY. / Night Before Augustovo. / (Reuter's South Africa Service.)

LONDON, Friday.—A Russian General, in a letter which he has written home, says: "The soldiers saw a wonderful vision in the sky on the night before the Battle of Augustovo. The vision was that of the Virgin Mary with the infant Christ in one hand, while with the other she pointed westward. The soldiers knelt till the apparition faded."

1915 February 15 (Mon) Globe (Toronto), p. 1, 2.

OTTAWA IN DARKNESS AWAITS AEROPLANE RAID / SEVERAL AEROPLANES MAKE A RAID INTO THE DOMINION OF CANADA / Entire City of Ottawa in Darkness, Fearing Bomb-droppers / Machines Crossed St. Lawrence River, Passing Over Brockville—Two Over Gananoque—Seen by Many Citizens, Heading for the Capital—One Was Equipped With Powerful Searchlights—Fire Balls Dropped / (Special Dispatch to The Globe.)

OTTAWA, Feb. 15, 2 a.m.—(Special.)—Up to 2 a.m. no further reports of aeroplanes had been received, but precautions were still being continued, no lights being shown on Parliament Hill.

OTTAWA, Feb. 14.—Sir Robert Borden received a telegram from Brockville to-night at 10:30 stating that three aeroplanes had passed over

Brockville proceeding in the direction of Ottawa. Col. M. Sherwood, Chief of the Dominion Police, was summoned, and at 11:15 ordered all lights out on Parliament Hill, and at 11:20 the city lights were also turned out.

There is considerable excitement among the members of Parliament, and while some are inclined to doubt the possibility of raiders, it is believed by others that the Government is in possession of information which has led it to take extraordinary precautions.

DROPPED "LIGHT BALLS" ON CANADIAN SIDE.

In an interview, Col. Sherwood stated that he had received an official communication from the Chief of Police at Brockville, stating that three or four aeroplanes had crossed the St. Lawrence River from New York State near Morristown about 10 o'clock to-night, and had dropped several "light balls" on the Canadian side of the river. They then headed in the direction of the capital at Ottawa.

Col. Sherwood stated that the measures taken were precautionary, and was not disposed to be unduly apprehensive.

THE MINT IN DARKNESS.

Lights were also turned out at Rideau Hall, the residence of the Governor-General, at the Royal Mint, where the gold of the Dominion is minted. This is the first night in its history that the mint has been in darkness.

The Duke of Connaught is away on a trip to Winnipeg to inspect the troops of the garrison there, but the Duchess and Princess Patricia are in the capital.

OTHER PLACES WARNED.

Notice has been sent to Perth, Smith's Falls, Kemptville and other intermediate places on the supposed route of the aeroplanes to keep a sharp lookout.

SUBJECTED TO GUN FIRE.

A few months ago a Government order was issued to the effect that aeroplanes flying over Canadian territory without authority would be subject to attack from the guns of officers and troops. / BROCKVILLE'S STORY OF THE AIR CRAFT / Dropped Fireballs as They Crossed River—Many People Saw Them / (Special Dispatch to The Globe.)

Brockville, Feb. 14.—Four aeroplanes passed over this city at 9:15 to-night and sped in the direction of Ottawa. The city was wildly excited by the sight of the aircraft, which seemed to burst into sight almost right overhead. The first machine was flying very rapidly and very high. Very little could be seen, but the unmistakable sounds of the whirring motor made the presence of the aircraft known. Five minutes later the second machine could be heard. In crossing the river three fire balls were dropped. They were dropped at one minute intervals. In dropping they left a streak of light from where they had been thrown out, and it was this that attracted the attention of the residents. Hundreds of feet, the three light fell. They dropped into the river and extinguished. It is not thought that they were explosive, although, if they had been, they would not have exploded in the river. They were apparently dropped to show the airman their direction.

A few minutes later another machine passed over the east end of the city. In another interval a machine came over the other end of the city.

High Up: Flying to Northeast.

Constables Storey, Thompson and Glacier all saw the machines or heard them. They saw the lights, and immediately reported to Chief of Police Burke. The Chief said to The Globe: "I immediately telephoned the Mayor," he said, "and afterwards called up the Mayor of Ottawa. We also got in touch with Premier Borden. The machines were very high up, and we know nothing of where they came from. They came directly over the river, and departed in a /p.2/ northeast direction, which is the direct way to Ottawa. They all followed practically the same course. Mayor Donaldson also saw them, as did scores of other people. It was not long after churches were out, and there were still many people on the street."

"Will you have the lights put out in the town?" asked The Globe.

"No; I think not yet," said the Chief.

"Why?"

"I do not think there is any necessity, so far as Brockville is concerned."

Heard at Gananoque.

"Have you received any word from any surrounding towns?"

"Yes, the Mayor had a telephone message from Gananoque about 9:30, which stated that two machines passed over that town. They could not be seen, although they were heard distinctly."

The Chief told The Globe that a lookout would be kept for more machines, or for a return of any of those which had passed through. Had a Searchlight.

Mayor Donaldson said: "The three supposed aeroplanes passed north flying over our town and were sighted by many of our citizens. The last machine had powerful searchlights."

1915 February 15 (Mon) New York Times, p. 1.

(Card 1)

Scare in Ottawa Over Air Raid / Parliament Buildings Darkened on Report That Three Aeroplanes Crossed the Border. / Marksman Also Posted / Story Came from Brockville, on the St. Lawrence, but Police Chief's Report is Vague. // Special to the New York Times.

Ottawa, Ont., Mon. Feb. 15.—Warned from Brockville, on the St. Lawrence River, that three or four aeroplanes had flown over from the New York side about 10 o'clock in the evening, apparently heading for Ottawa, the Dominion capital had a few hours' spell of excitement last night and this morning, with plenty of speculation as to a possible raid by German sympathisers.

Up to an early hour this morning nothing had been seen of the aircraft here, but a searchlight on the roof of one of the local theaters was sweeping the sky for the invaders.

The report of the sighting of the aeroplanes came from the Chief of Police at Brockville, which is sixty miles nearly due south of Ottawa. He informed Col. Percy Sherwood, Chief of Dominion Police, that the aeroplanes had crossed the St. Lawrence from New York State near Morris-town and had passed over Brockville. They were traveling in a north-eastern direction, presumably toward Ottawa.

He said that one of the aeroplanes while crossing the river dropped some fire balls or light balls, he was not sure which. He understood that these fell into the river.

Premier Sir Robert Borden also received a telegram from Brockville giving the same information.

The police and military authorities were directed to take measures they thought best and at 11:15 o'clock orders were issued to darken the Parliament buildings. Every light in the grounds was extinguished and every blind was drawn.

Lights were also turned out at Rideau Hall, the residence of the Governor General, and at the Royal Mint.

The Duke of Connaught is away on a trip to Winnipeg to inspect the troops of the garrison there, but the Duchess and Princess Patricia are in the capital.

Sharpshooters were posted at various points of vantage on Parliament Hill. All the picked shots from the Dominion Police are fully armed.

The premier and Cabinet Ministers kept in touch with the preparations to receive any attack. The Duchess of Connaught was also kept informed.

The report about the aeroplanes spread quickly among the members of Parliament, and several of them made their way to the roof of the main building to watch for the "visitors."

Notices have been sent to Smith's Falls, Perth, Kemptville, Merrickville and other towns in Eastern Ontario to keep a sharp lookout and report at once if any aeroplanes are seen.

An order was issued by the Government a few months ago and notices were posted that any aeroplanes flying over Canadian territory without authority would be dealt with as enemies.

Were Also Seen At Gananoque.

Syracuse, Mon., Feb. 15.--A telephone message from Brockville, Ont., to the Post Standard this morning stated that four aeroplanes passed over that town, the Mayor being the first to see them. Officials say the lights they saw were certainly those carried by aeroplanes. The machines were first seen at Gananoque, Ont.

Ogdensburg Heard of This Friday.

The Chief of Police of Ogdensburg, N.Y., which is twelve miles down the St. Lawrence from Brockville, told The Times last night over the telephone that no echoes of the passage of aeroplanes over Brockville or of consequent excitement had reached Ogdensburg. He said, however, that last Friday morning a farmer, living five miles outside of Ogdensburg, had reported the passage of an aeroplane over his farm, headed toward the Canadian side of the river. No fire balls or bombs were seen or heard at that time.

1915 February 16 (Tues) Globe (Toronto), p. 1, 2. (card 1)

WERE TOY BALLOONS AND NOT AEROPLANES! / Brockville's Latest on Sunday Night's Scare; Parliament Hill Again Dark / (Special Despatches to The Globe.)

Brockville, Feb. 15.--The excitement over an alleged raid by aeroplanes in which a number of Brockville's citizens returning from church last night grew almost hysterical was converted into a joke this afternoon when there were hung in a local newspaper office window the remnants of a burned toy balloon picked up on the Ayclum grounds during the afternoon. As a toy it is large, and no doubt created excitement during the flashes of real lightning through its ingenious make-up. Three of these balloons were sent out by Morristown youths, no doubt as commemorating the centenary of peace. Another remnant of the toy balloons has been found on the ice two miles east of the town. The third is still unaccounted for.

Parliament Hill in Darkness.

Ottawa, Feb. 15.--To-night for the first time since its installation in 1892 the tower light on the summit of Parliament Hill did not shine while the House was in session. The light was extinguished by order of the militia and police authorities, as a precautionary measure against the reported aeroplane raid which was alleged to have been inaugurated against the capital from the other side, via Brockville, last night. The lights on the approach to the buildings were also extinguished, as were those at Rideau Hall and before the Royal Mint, and the blinds were drawn on the Parliamentary windows.

Though these precautions were taken, however, it was decided that there should be business as usual, and /p.2/ in the Commons the debate continued until the usual late hour.

Despite reports from Morristown, N.Y., that what the people of Brockville saw were toy balloons, the authorities here do not seem to be satisfied that the Mayor of Brockville and its Chief of Police were so deceived. It is said that the wind was blowing in such a direction that toy balloons would not drift across the river. So the precautionary measures are still being continued for a while. There is no semblance of panic, however, at the capital.

Premier Could Not Explain.

When Parliament met this afternoon Sir Wilfrid Laurier inquired for such information as may be deemed in the public interest concerning the reported aeroplane invasion, which had caused Parliament Hill to be plunged in darkness during the preceding night.

Premier Borden replied that he could not give information as to the point of departure of the aircraft. Shortly after 9 o'clock last night the Mayor of Brockville had communicated to him the information,

that three aeroplanes had crossed the St. Lawrence River, and one had turned a powerful searchlight on the town. The Premier had at once communicated with the Chief of the General Staff and the Commissioner of Dominion Police, and the matter was now in their hands. More than that Sir Robert could not say at the present time.

1915 February 16 (Tues) Toronto Globe, p. 1.

AIR RAID FROM THE STATES IMPROBABLE / SO SAYS J.A.D. M'CURDY, WHO ADVISES AVIATION CORPS FOR CANADA. /

Mr. J.A.D. McCurdy, aviator, in an interview yesterday regarding the airship story, said the thing was possible but not at all probable, for unless the machines were built secretly for a raid it would not be possible to get four high-powered machines in any town in the United States. Apart from machines at the factories and those held by the military authorities there are only about twelve machines in the States which could make such a flight, and these are flying boats. An important reason why the story seemed wrong was that aeroplanes are practically never used at night. This is because of the great difficulty of landing after a flight.

Talking on the subject in general Mr. McCurdy said: "There is no reason why we should not have a squadron of at least twelve 'planes here in Canada to assist the militia."

Mr. McCurdy has come to Toronto to start up a company to build aeroplanes for military and naval purposes.

Mr. W.A. Dean of the Dean Aero Flying School, anticipating some move on the part of the military authorities, has sent to the States for three machines for immediate delivery. They will arrive in a week, and he will have them armored when they arrive.

1915 February 16 (Tues) New York Times, p. 4. (card 1)

Ottawa Again Dark in Fear of Air Raid--People Do Not Believe Toy Balloons Caused Scare and Demand a Search on This Side. / Special to The New York Times.

Ottawa, Feb. 15.--The Parliament buildings are again in darkness tonight. Blinds are drawn to prevent the light from within revealing their position to any hostile airman who may decide to make an attack on the Capitol.

Rideau Hall, the residence of the Governor General, is also in darkness, and there is no light to show the position of the Royal Mint.

The light upon the tower of the Parliament buildings, which has shone when the House is in session ever since Confederation, is out tonight for the first time.

The militia and authorities have been in communication with Washington, and the most thorough inquiry has been set on foot to discover the base from which aeroplanes are supposed to have started for Canada.

The militia and police place no confidence in the stories emanating from American cities along the St. Lawrence that youngsters sent up fire balloons and that these were the cause of the scare.

Morristown and Syracuse dispatches to Ottawa in particular say that the fire balloons were sent up from those towns. This reduces the story to absurdity, according to the view here. The aeroplanes traveled toward the northeast, the wind, according to the Dominion Observatory here, was blowing from the east and fire balloons would have been carried west. With the wind in this direction it was impossible for fire balloons to have passed over Brockville or traveled to the northeast.

Sir Robert Borden in the House today made the following reply to Sir Wilfrid Laurier:

"Last night at 9 o'clock I was called up on the telephone by the Mayor of Brockville, who told me that three aeroplanes had been seen to cross the St. Lawrence River from the U.S. He said that they had been seen to pass over Brockville, and that one of them had turned a powerful searchlight upon Brockville, which had strongly illuminated the streets for some minutes, and added that the aircraft had proceeded northeast in the direction of Ottawa. I at once gave the information to the military authorities."

There is a considerable force of militia in the city at present who are in training to go to Europe. Some of the best marksmen are on duty tonight with orders to fire upon any air craft which may appear.

Orders have been issued to the guards along the Canadian border to keep a sharp lookout for airships and fire upon any that show themselves.

1921 March 19 (Sat) New York Times, p. 8.

Mysterious Airplane Rouses Eris Curiosity / Meteorological Office Puzzled by a Machine which Left a Trail of Smoke. / Copyright, 1921, by the NYT Co. / By Wireless to the NYT.

PARIS, Mar. 18.--A mysterious airplane which flew over Paris on March 5 has aroused for some obscure reason the curiosity of the French meteorological office. The office has communicated to the press a notice which reads:

"An airplane flying at a great height passed over Paris about 9:45 on March 5, making a semi-circular tour of the city from the southwest to the west-northwest side. As it went the plane left behind it a trail of smoke which at times resembled a ribbon and at other times a feather-like cloud."

A mystery is being made as to why meteorological experts should wish to know about this airplane, but they are apparently very anxious to learn its type and characteristics, its exact trajectory, its height and speed between 9:45 and 10 o'clock and, lastly, the direction and speed of the wind at the altitude of flight. It is said that probably the reason for the inquisitiveness is in the last question, but Paris, with its memory of air raids, is wondering whether after all it might not have been something special in the Gotha line or perhaps a Bolshevik airplane making smoke signals.

brighter than the noonday sun. This great light and its wonderful power is supposed to have been a searchlight.

While passing over the city the speed of the airship was from five to fifteen miles per hour. It slowed up just before reaching the business part of the city, and in passing over this portion its speed was not above five miles an hour. It was travelling almost due east and the stream of light was shut off just after passing the city limits. The opinions regarding this mysterious ship are about as numerous as the population. Some who did not see it are inclined to brand the story as a fake, but the character of the men who saw it can not be questioned. It is impossible to give all the opinions, but one that seems to be worthy of consideration is that the airship is the property of a gang of cracksmen, who by the aid of the searchlight and X-rays under the management of scientific experts, sail over a town and look through the walls of the houses and bank vaults and locate the booty; then they return on a later date and secure it, and then disappear by the aid of their airship.

Another solution offered is that it is an exploring party sent out by some other planet. The most plausible theory seems to be that some inventor has succeeded in solving the problem of aerial navigation and with a party of his friends is out on a trial trip.

Seen at Belton.

Belton, Texas, April 20.--Last night quite a crowd of responsible people of this place assembled for the purpose of watching for that much-talked-of airship, and at 11:30 o'clock it was seen coming from the southwest at an immense velocity. It dipped and but for the fact of bearing just a little to the left of the "New Surprise" show tent, directly in front of Peay [Peay's?] hotel, the tent would have suffered great injury, judging from the velocity of the ship. Missing the tent, it passed by the northwest corner of Peay's hotel and rising passed from view. The passengers on board this aerial wonder spoke as they passed, but could not be understood on account of the velocity.

Belton people have been skeptical heretofore, but they now believe. The race was so swift that no proper estimate could be formed as to the dimensions; however, about ten persons were distinctly seen. At Longview.

Longview, Tex., April 20.--Last night about 9:30, The Post correspondent and family on returning from church saw the so-called airship. A bright light, seemingly about the size of Venus, moved swiftly to the northwest, disappearing beneath the horizon. In a few minutes it reappeared, rising nearly to the zenith and rapidly traversed the heavens in an easterly direction. The light emitted a series of intermittent flashes, of a steel color. No car was seen. At Groesbeek.

Groesbeek, Tex., April 20.--Mr. B.F. Johnson saw the mysterious airship last night, as did several of his neighbors.

1897 April 22 (v.) Houston Post, p. 15.

That Air Ship. / It Passed Over Bryan Sunday Night, Going North.

Bryan, Texas, April 19.--The mysterious airship of which so much has been said of late, passed over Bryan last night. A number of people declare they saw it. It was going north.

Rice, Texas, April 19.--This morning at 5[8?] o'clock what is supposed to be the "airship" touring in the South was seen at this place moving in an easterly direction at a very rapid rate. Several citizens of this place viewed it with perplexed curiosity. It was only in sight a few moments and disappeared as quickly as it came.

1897 April 23 (Fri) Austin Daily Statesman, p. J.

SOME SIDEWALK GOSSIP ... / SOMETHING MORE ABOUT THE AIRSHIP

Engineer John Smith has returned from Yoakum, where he is to put in a system of sewers.

A Statesman reporter has had a talk with him, and he referred to the airship, about which he has dreamed some, but not seen. Mr. Smith has been down on the Rio Grande, and he says at almost every Mexican house you see a white cross. It is either on top of the house, on the door, or somewhere about it. "A priest went through that part of the country some time ago," said Mr. Smith, "and he told the Mexicans that the time was at hand for the devil to appear as some great monster and that the only protection against him was a white cross, and promptly the cross went up." Mr. Smith said he had no confidence in the airship business, but it was seen, all the same, in Louisiana, Tuesday night, at Nachitoches. The newspaper account says about 1:30 that night, as a gay crowd were returning from a reception given by Company I at the Armory Hall, they were treated to a strange sight, coming from the western heavens. That spectacle consisted of a massive airship, the first story being of balloon shape, and the under car being of conical or cigar form. When first seen it seemed but a faintly animated spark, which, as it came nearer, gradually grew brighter. After a few moments its entire form was clearly perceptible, and developed a structure of strange proportions. It seemed to have been illuminated with a fluctuating light, which ranged from brilliancy to semi-darkness. Its destination appeared to be northerly, and it gave indications, from its course, of coming from Texas. It was evidently a machine of unique invention, as its movement was of an undulatory character, and bore striking resemblance to the movement of some huge bird. It was visible, though about 1000 feet high, nearly half an hour, and was a rare curiosity to those who had the good fortune to witness the phenomenon. The remarkable fact in connection with its visitation was that, as its course neared the city, the light that illuminated it became suddenly low, and did not again rise until the city was left in darkness.

1897 April 23 (Fri) Fort Worth Register, p. 6.

AIR-SHIP AGAIN. / SEEN UP ON THE FORT WORTH AND DENVER. / Investigating the Panhandle--Some Fort Worth Nimrods Frightened Away From Harmon's Lake by the Sight of the Phenomenon. /

A Register representative came in yesterday from a tour up the Denver as far as Wichita Falls, and brings affidavits from a number of responsible gentlemen along the line who, on last Wednesday night, saw the airship "Dauntless," manned by Captain Nemo and crew.

The gentlemen's signatures as they appear upon the affidavits are as follows:

U.T. Simmons, Charles West, employes of the Fort Worth and Denver. James Murphy, George Clark, conductors of the Fort Worth & Denver. W.S. Rea, chief train dispatcher at Wichita Falls.

G.S. Levey, assistant train dispatcher at Wichita Falls. Col. C.B. Donaldson of Childress, proprietor of Hotel Goode. The phenomenon was seen at Wichita Falls at 9:50 p.m., and at Childress at 1:10 a.m.

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 breathe his purpose, and so averted 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.

SEEN BY FORT WORTHITES.

Messrs. W.H. Nanny, W.T. Gray and Sam Butler returned yesterday from Harmon's Lake, where they have been on a fishing trip. On their arrival it was whispered that they had seen the airship near Calif about 12:30 o'clock Wednesday night. Mr. Gray, being seen by a reporter, said: "Yes, I saw it, but my horse got frightened and I didn't get a chance to see much of it, anyway, am not in a condition today to tell you about it." Messrs. Butler and Nanny say they are satisfied that Mr. Gray saw it, as they had to jump out and stop his horse. Mr. Gray's reputation for truth and veracity is very good, and it is generally believed that he really saw the airship, and that he was perfectly sober.

1897 April 23(Fri) Galveston (Tex) Daily News, p. J.

SAW THE SHIP. / A Brehmamite Describes His Experience With the Aerial Bird.

Brenham, Tex., April 22.--The airship passed over Brenham about 6 o'clock, going south just as the cook started the fire in the galley and began preparing the morning meal for the passengers. Among those who saw it here was Mr. John R. Pennington.

He says it was pretty high and he could not clearly distinguish all of its features, but it was like several of the published descriptions. He heard a roaring sound like the approach of a cyclone or a hundred buzzards sailing with set wings and looking up saw the lights and hulk of the ship and heard a noise on board like the rattling of glassware.

He was out at his horse lot and hastened to the house to awaken the family that they might see the ship, but before they could be awakened and get to the front gallery it had vanished in the distance, and this was not surprising considering the apparent speed at which it was sailing.

There are people here that could tell airship stories all day and the public would scarcely pause to hear them, much less to give the story more than a passing thought, but Mr. John Pennington is a man of unquestioned and unquestionable integrity and not in the habit of talking to hear himself talk.

An Operator Saw It.

Sabinal, Uvalde Co., Tex., April 20.--The famous airship which has been putting in appearance in various parts of the country was seen directly over this place at 2 o'clock last night by Charles McGar, night wax operator of the Southern Pacific company. Mr. McGar is a highly responsible gentleman and no one doubts his statement of the matter. He says that the ship was not more than 300 feet above the earth and traveling in a westerly direction. His description of the nocturnal flyer tallies with the one in The News, save that its bottom resembles the keel of a steamboat. Its passage through the air was accompanied by a strange whirring sound, not unlike the buzzing of an electric battery.

1897 April 24 (Sat) Austin Daily Statesman, p. 8.

AIRSHIP RESOLUTION. / A Proposition to Have the Commission Regulate Them

Yesterday morning, in a spirit of fun, Mr. Brigance offered the following resolution about airships:

"Whereas: There is an airship sailing around Texas, carrying freight and passengers; and

"Whereas, The owners or incorporators of said airship pay no taxes for said traffic, and

"Whereas, The railroad commission have been derelict in their duty in fixing rates for said airship, and

"Whereas, The state of Texas is badly in need of funds to run the state government; therefore, be it

Resolved, That the advocate of revenue measures, Hon. J.T. Curry, the representative from Van Zandt county, be and is hereby requested to lay the matter of making rates for the government of said airship before the railroad commission of Texas and request that said commission proceed at once to make rates and charges for the transportation of passengers and freight in Texas, and, in default of the payment of said

1922 September 11 (Mon) (London) Daily Express, p. 7.

Fell in the Sea. / Mystery of a Vanished Aeroplane. / "Daily Express" Correspondent.

Barmouth, Sunday.

Mr. William Jones was on the coast at Barmouth yesterday when he observed that an aeroplane over the sea was in difficulties.

He called the attention of Mr. John Morris, coxswain of the Barmouth lifeboat, to the predicament of the machine, and Mr. Morris, by means of his binoculars, saw the aeroplane nose dive and disappear into the sea with the engine in motion.

The incident happened about seven miles away, in a northerly direction.

The coxswain and others jumped into a motor boat immediately and raced to the spot. They cruised over the place for several hours, but could find no trace of the aeroplane or its occupants.

It is feared that there has been loss of life.
1923 February 13 (Tues) London Daily Express, p. 7.

Ghost Lights. / Eerie Sight Scares Three Villagers. / "Daily Express" Correspondent.

LEAMINGTON SPA, Monday.

A ghost in a habit of disappearing when investigators chase him is preventing nervous inhabitants of the village of Fenny Compton, North End and Burton Dassett, from leaving their homes after dark.

Bright lights, appearing suddenly among the Burton Dassett hills travel from a church, by an old beacon, to a disused and deserted farm. Nobody remembers the last tenant of the farm, but many witnesses connect the ghost with him. The will-of-the-wisp theory has been investigated and found insufficient to account for the phenomenon.

"I have seen it nearly every night," said William Neale, an aged shepherd, to me today. "I tried to frighten it by moving like a cat, barking like a dog, hooting like an owl, and baying like a hound, but the ghost took no notice."

I asked him why he did not shoot it.

"I am not a superstitious man," he replied, "but I should not like to run such a risk."

DISAPPEARED.

Mr. George White, an estate carpenter, made a journey into the hills with Mr. Ernest Lovell, resolved to lay the ghost. The light passed over them and disappeared into the ground.

Mr. Harold Cotterel was returning to Fenny Compton after taking a coffin to Northend, when his horse suddenly stopped. He saw what he described as a "mysterious and eerie form" floating around a pool called the Grantlets.

Mrs. Westacott, wife of the vicar of Burton Dassett, was a sceptic until she and her sister attempted the journey to the vicarage late at night. A bright light appeared near them, travelling in a wide circle and they fled the spot.

1923 February 14 (Wed) London Daily Express, p. 1.

Ghost Ray Mystery. / Railway Haunt of an Illuminated Spook. / "Saw the Body." / Weird Story by a Farmer. / "Daily Express" Special Correspondent.

FENNY COMPTON, Tuesday.

The ghost light of Warwickshire has taken to haunting the Great Western railway on the main line to Birmingham and the north. This is the latest authentic testimony of two unemotional signalmen.

A telephone call came last night to Fenny Compton Station from a lonely signal cabin three miles away.

"I can see the light," reported the signalman. "It is moving toward the cabin at about two feet from the ground."

He gave bulletins from time to time to the station master of how the light turned itself full on him and kept approaching.

"What will you do if it comes up the cabin steps?" he was asked from the station.

"I have something in my hand ready for it," replied the signalman. Thereupon the light disappeared.

CHURCHYARD.

The centre of the light-haunting is Burton Dassett. It is the right sort of place for ghosts. An infrequented hill and ruined farmhouse and an old churchyard are the spots where the light has been seen most frequently.

The light is intense. Sometimes it is turned on people, and flares like a headlight. It will perch on gateposts and lights cottage windows. It leaps hedges and haunts the meadows. It has no beams. It is just a bright circular radius.

Efforts are being made by organized parties to catch it, but, when such a thing is done, and the light surrounded, it disappears, and then flickers up again at some spot a mile or so away.

THE BODY.

Mr. Page, a local farmer, has seen the body behind the light.

"I was awakened last Saturday at 2 o'clock in the morning," said Mr. Page to me, "by my wife, who declared that the light was shining in at our window. I peeped through the curtains and there was the light flashing along the front of the house."

"I saw behind the light a dark figure in a long cloak. Suddenly the figure sped quickly away down a lane in front of our farmhouse."

1923 February 15 (Th) London Daily Express, p. 2.

When the Ghost Walks. / Reward If You Catch Him.

Warwickshire is worried. Farmers and tradesmen are terrified. Housewives and children are horror-stricken.

A ghost is to blame. He is no common spook, this marrow-freezer who flits about the Warwickshire fields and lanes with an eye of Doom(?)

in his head as large as a motorcar headlight, but a Highly Horrible Person.

Ghost hunting has in consequence now(?) become the sport of the county. It was even rumored that members of the local Federation of Foxes have handed in their resignation to the Master of the North Warwickshire Hounds.

1928 June 14 (Th) Miami (Fla) Herald, p. 1.

Miami Astronomers Unable to Identify Phenomenon in Sky / Enormous Light, Resembled Comet, is Not Believed to Be One.

Miami astronomers were trying to decide last night and this morning the classification of a phenomenon which appeared in Miami skies, directly overhead, last night.

The phenomenon, closely resembling a tailless comet, was visible for more than thirty minutes between 9 p.m. and 10 p.m. It appeared to be several hundred times the size of nearby stars.

In appearance it resembled a great blurred electric light. Mrs. Eddy Starr, 926 S.E. 10th avenue, who observed it throughout its appearance, said that after twenty minutes or so it took on some color, such like the colors of a rainbow, but these resolved themselves again into the blurred gray.

The phenomenon contracted and disappeared quite suddenly. R. C. Fahrion, 711 S.W. 5th avenue, an astronomer of note, observed the phenomenon without his telescope for a short time, but it disappeared while he was setting up his glass.

"It had every appearance of a comet, except that it had no tail," he said. "I do not believe it was a comet, since one of that size would have been listed and would have had word of its coming. In addition this thing did not move and it disappeared too suddenly. It was of such enormous size that if it had appeared before it should have been studied and recorded."

"Because of its great size I am certain that it was not a star distorted by mist in our atmosphere. It may be we will hear something more about it later from someone elsewhere, or from some large observatory that had a glass trained on it. It has me stumped."

James J. Marshall, secretary of the Southern Cross Observatory, which operates in Royal Palm park during the winter, did not see the phenomenon. He said that sometimes mist in the earth's atmosphere will cause unusual astronomical appearances. The reported size of this phenomenon, he said, makes it wise to await reports from large observatories and astronomical magazines before drawing conclusions.

1928 June 15 (Fri) Miami (Fla) Herald, p. 4.

Second Sky Mystery Presented to Miami / Woman Tells of Seeing Moving Light, Emitting Colors, Passing Through Heavens.

Apparently there was two mysterious lights in the heavens Wednesday night. When Mrs. W. F. Carterette of 5437 N.W. Second Avenue saw the story in The Herald yesterday morning about the light seen overhead the previous night she wondered if it were the same thing she had seen.

"I was sitting on my porch about 11 p.m. waiting for my son to come home from work," she said, "when the earth suddenly was illuminated. I looked up and there was a light almost directly overhead but moving rapidly westward. As it moved it emitted sparks of red, blue, white and green hues. The sight was indescribably beautiful. The ball of fire seemed to be about as big and as long as a joint of stovepipe. The light disappeared behind a clump of trees and apparently came down in the vicinity of Hialeah."

The light was seen by Mrs. Carterette was not the light that attracted the attention of other Miamians as she saw it an hour or more after the other light had disappeared. The first light remained motionless and was not bright, though it was easily visible to the naked eye being approximately the size of the moon though not as brilliant as the moon when it is full. The fact that stars near it were plainly visible disproved any theory that it might have been a star distorted in appearance by mist and its great height made it impossible to be any reflection of a light in Miami.

1928 June 16 (Sat) Miami Herald (Fla), p. 2.

Plane Lights Bring Queries to Mystery/Flier—Advertiser's Appearance Leads to Incorrect Surmises of Sky Phenomenon.

Miamians who had not seen the comet like phenomenon in the skies Wednesday evening, or the meteor that lighted the skies later the same night, were certain last night that they had solved the mystery of both appearances.

Many called The Miami Herald and others visited the office to explain their solution. It was that an illuminated airplane was responsible for the mysterious sky appearances.

They told of an airplane that appeared in the skies for about two hours last night with the word "Stutz" in large illuminated letters beneath it. They were correct in their surmise that last night's sky visitor was an airplane, but they were incorrect in supposing that it solved the Wednesday night appearances.

The airplane in advertising service for the Stutz Florida Company, Miami, motor car agency, was flown by Ernest Robinson, pilot for the Miami Waco Company, Bird and Ludlum roads, Coral Gables. It had not been in the air Wednesday night, Ben Jones, owner of the company said. Last night was its first appearance since the political campaign when it flew to advertise a North Florida candidate with S. A. Shevaker, co-pilot in charge.

The illuminated word form of advertising is an innovation Mr. Jones said, last night's exhibition being its first use in this part of the state.

The letters under the airplane are set with electric bulbs, illuminated by battery and generator current, and are forty inches high and 28 inches wide. The [sic] can be seen at a height of 2,000 feet, it is claimed.

In the meantime, astronomers are awaiting word from large observatories and astronomical magazines to explain the comet-like mystery of Wednesday night, which remained in a fixed position throughout its appearance, while it is generally agreed that the illuminated speeder which seemed to fall west of Hialeah later that evening was a large meteor.

June 17, 28 p.5--~~xxxx~~ "dinosaur" carcass found in San Salvador
1928 June 20 (Wed) Miami (Fla) Herald, p. 6 (ed).

Strange Lights

These reports of strange stars or sweep of light across the Miami skies sound something like the imaginative fantasy in a new book, "Green Fire." It is a picture of 1990 with scientists in battle for control of the world and the universe.

Through the manipulation of the rays that will break up the atom, they expect to command unlimited energy or else destroy all matter. The villain seeks the latter and sets loose his power by shooting his rays off millions of miles. They begin their work of disintegration. The fire in the heavens alarms the masses as portions of the system are wiped out and the rays come rushing upon the earth. But just in the nick of time the reactionary wave is set in motion and save the old world for a few more fiction writers.

Possibly the book prediction is belated. Maybe science is fooling with the universe. Or it's just a plane signal flashing across the sky
June 7 p. 4 (eds)--German pilot named Raab is planning rocket-plane trip to moon.

Robert Condit is an American planning to go to Venus in a rocket.
Death Ray.

1930 August 6 (Wed.) New York Times, p. 4.

'Jersey Devil' Returns as Applejack Mellow, / And Dry Agents Investigate the Coincidence / Special to the New York Times.

ATLANTIC CITY, N.J., Aug. 5.--Berry pickers in Leeds ~~xxxx~~ Point and Mays Landing reported today that the "Jersey Devil" was back, spry as ever despite its century of haunting the woods and highways of South Jersey. He always appears early in August, when berries are ripe and applejack takes on its mellowest flavor.

Some say that there is no "Jersey Devil." They insist that the monster was created by an imaginative berry picker long ago to combat competition by scaring rival berry pickers from the field. But the legend seems to hold and there are many old residents who are certain the devil does exist.

This time the persons who seem to be most interested in the phantom's appearance are the prohibition agents, practical hard-headed men who argue that devils--especially the kind that have not only cloven hoofs and tail, but feathers and claws and a hoot like an owl--can originate only where the Volstead act is flagrantly violated.

According to the earliest legends the Jersey Devil was the son of the wife of a South Jersey fisherman who had twelve children and fervently hoped that if a thirteenth came he might go to the devil. The child arrived and--according to the legend--was transformed into a fearsome monster and fled screaming into the night.

It is a perennial phantom, apparently able to change its personality at will. In Swedesboro last August it was "large and speedy as a fox, with four legs, but also having feathers and a cry that is partly bark and partly the hoot of an owl." Sometimes it sings lone solos in the berry patches of dark woods at midnight and sometimes it chases motorists.

And occasionally it varies its schedule and appears out of season, leaving hoof prints in the snow. One pink-nosed official in South Jersey, returning to his home from a visit with genial company down in the village, encountered the phantom and actually wrestled with it. The devil usually spends about a fortnight in the berry district and then moves northward.

1931 October 11 (Sun) New York Times, p. 26

Report a Dirigible Falling in Flames / Search Party Hunting Near Gallipolis, Ohio--Akron and All Goodyear Blimps Safe.

POINT PLEASANT, W. Va., Oct. 10 (AP)--A searching party organized by Point Pleasant police tonight started toward hills back of Gallipolis Ferry, West Virginia, behind which a blimp was reported to have fallen in flames.

Robert P. Henke, his wife and Dr. and Mrs. Claude Carter of Gallipolis, said they saw the blimp cross the Ohio River and that it fell while Henke was watching it through field glasses. Henke said the blimp was between 100 and 150 feet long and flying at an altitude of about 300 feet when it burst. A moment before it fell he saw something white, which may have been a parachute, floating downward.

Dr. Charles E. Holzer of Gallipolis, Ohio, who owns the airport there, at dawn will send airplanes into the air to search for the wreck of a dirigible.

Special to the New York Times.

AKRON, Ohio, Oct. 10.--U.S. Navy officers and officials of the Goodyear-Zeppelin Company said tonight that the U.S.S. Akron and three blimps belonging to the Goodyear-Zeppelin Company were safe in their hangars. The Akron returned this evening after passing over Sandusky, Toledo and out over Lake Erie.

Mon. Oct. 12, p. 22--'Blimp Wreck' Search Vain / Nothing to Substantiate Crash Rumor is Found in West Virginia.

POINT PLEASANT, W. Va., Oct. 11 (AP)--Search for a blimp reported to have crashed and burned in the hills south of this city was abandoned tonight after a fruitless all-day search afoot and in the air.

Some persons who said they witnessed the accident described the blimp as plunging to the ground in flames, men leaping from it in parachutes as it fell. No reports of a missing blimp were received from any source, however.

SEARCH FOR FLIER IN JERSEY SWAMP / Hamonton Residents Say Man on Parachute Fell Into Vast Quagmire. / NO TRACES OF PLANE SEEN / 200 Volunteers Aid Firemen and State Troopers In Night Hunt In Perilous Bog. / Special to The New York Times.

HAMMONTON, N.J., Dec. 5.--State troopers, local fire companies and 200 volunteers searched tonight through the Folsom Swampland, one of the densest sections of bog, quagmire and woodland in the Southern part of the State, for an aviator reported by residents to have dropped into it on a parachute.

The search began shortly after 5 o'clock tonight when Elmer Craig, a resident of this village, and residents of Weymouth, on the other side of the swamp, informed Troop A of the State police here of seeing the aviator float into its depths from a high altitude. None saw the plane, but it was pointed out that it could have dropped previously.

Every available trooper was pressed into the march, to be joined by Chief Henry M. Phillips and twenty members of the Hamonton Fire Department with lighting apparatus.

Near-by residents, familiar with the outskirts of the miles of morass, also joined the hunt, but when darkness fell no trace of the man had been found.

The search was entered between ~~xxxx~~ Second and Third Roads, paths cut through the jungle-like section one mile apart, in the vicinity of Ninth Street, a two-mile area. But progress was slow, since members of the searching party had to pick and cut their way through the underbrush, skirting numerous dangerous areas.

The search would continue all night, however, unless the aviator was found or accounted for, Chief Phillips and police officials declared. At a late hour tonight, the fire chief prepared for the setting of two large bonfires guarded by ~~xxxx~~ the firemen to prevent a forest fire, as a guide for the aviator and the searchers.

The swamp, said to be one of the most treacherous in the State, contains areas never penetrated before except by Indians, according to the police.

1933 December 13 (Wed) Svenska Dagbladet, p. 18.

Luminous phenomenon lurks [;] Sorsele sees an airplane. / Fantastic story of a landing field in the mountains. / (From our Correspondent.)

UMEÅ, Tues. From Fjällsjöns in Sorsele parish is reported a fantastic story about a mysterious airplane (flying machine), which has paid daily visits to a mountain field (valley) in this neighborhood for just under a week's time. The machine manifests itself often by a gleaming [forward] lantern [light] with a strong beam projector (i.e., searchlight) with which it (the plane) illuminates the snow.

The newspaper Västerbottens-Kuriren has been investigating the matter and finds out that the "flying machine" simply might be a ~~xxx~~ strange luminous phenomenon. Landsfiskalen (district prosecutor, i.e., some kind of officials) in Sorsele have in this manner heard a forest ranger, Aigren, who explained that he observed only an unusual light on the horizon, which repeated a turn [in the] night. He was not able to get close enough to make out what it was, [nor at any time heard any] motor noise, and the [landsfiskall] are convinced that the story of the flying machine is a pure fantasy. The inhabitants in the district also have observed the unusual light, but no one knows if it arises from the northern lights or has some other origin. That it should result from a flying machine at work, indicates that standard judgment holds with some loose prattle.

1933 December 20 (Wed) Svenska Dagbladet, p. 17.

Luminous phenomenon in Stockholm.

An uncommonly bright and splendidly colored meteor was observed about 9:30 p.m. Monday night from South Mälarstrand above Fälsundsparken. The ball of fire resembled ~~the~~ fireworks though it roved itself in the opposite direction, from heaven toward the earth. The meteor was observed in the north and described as almost plummeting down with some inclination toward the west. Colors turned blue, red and green, and the fireball happened to have a diameter three to four times greater than the evening star. A Svenska Dagbladet reporter discounted any confusion with the planet Venus, which at this time already a puzzle low down on the horizon, as out of the question. That this phenomenon could be an airplane with on without scrappers of liquor of that sort observed for the past several days in Lapland seems even less likely once the course is considered.

1933 December 20 (Wed) Svenska Dagbladet, p. 21.

(card 1)

That Mysterious Airplane Reappears Once Again.

UMEÅ, Tues. (TT)--Realization that it must be an airplane making passes over the Västerbotten Lapp country at night seems, according to the [newspaper] Umebladet, even better confirmed. Such is the word from the village of Bure, between Arvidsjaur and Sorsele, one night at the end of November as seven times in the evening there was observed a "glaring light" in the sky, which with great haste moved in a direction from Arvidsjaur westward. At the same time was heard in the village a strong motor noise. In connection with this, the liquor smugglers for which police kept a close lookout the last few days [and] tracked from Lapland, down along the coast, probably came from Arvidsjaur.

Landsfiskal (i.e., district prosecutor) F. Leiden in Steasele has sent word today that on Tuesday at Blaiken in Storuman he held a police (court) examination because of a statement that an airplane was supposed to have passed over the village on Monday night. A number of persons reported that at about 9 o'clock last night they saw a

gleam of light move rapidly up in the sky in the north. At the same time was perceived a very powerful motor noise heard also by the persons who stayed inside. Also the hearers was also found the well-known skier Thule Persson, who said he entertained not the slightest doubt but that it was an airplane which passed over the village. He knew full well the difference between airplane noise and the sound of any other motor. It was later found out that a little while after this observation [was made] in Blaiken the residents of the village of Fjällbosjö, located two miles further north, saw as well the light and heard the motor noise. The [landsfiskal] reports that the persons he heard from are so completely reliable that he finds to reason to assume a mistake.

[Landsfiskal] Leیدن examined himself in both Boden and Östersund, where it was reported that from there a flight was undertaken over the said area on Monday.

From Oslo has the [paper] Umebladet learned that an investigation on the Norwegian side is at hand, as a fisherman along the coast about straight out from the boundary of Västerbottens, at the same time as forest ranger Agren made his familiar observations in Fjällsjönäs, observed light signals from a mysterious ship [craft], which lay a little ways out at sea. It is held likely in Norway that somebody from the ship with a signal light directs an airplane which varies in [its] nightly maneuvers.

In connection with what experts on flying have to say about this, a seaplane with pontoons does not have a chance of landing on snow but could land on ice-covered ground, say newspapers, which have learned from Amarnaäs that Guvert plateau lies under sleet this winter.

1933 December 27 (Wed) New York Times, p. 2.

'LOST' PLANE HEARD IN SNOW OVER CITY / Sound of Engine is Reported at Intervals for Five Hours, but No Flier Lands. / RADIO AID IS ATTEMPTED / Advice on Landing in Storm Is Broadcast--Identity of Airman Remains Mystery.

With New York blotted out from above by the snowstorm yesterday, an airplane was reported wandering blindly above the towers of Park Avenue and Harlem's tenements. Although many heard, or thought they heard, an airplane engine, no one reported seeing the plane.

The first call came from C.V. Gedroyce, owner of a radio store at 1,755 Park Avenue, at 122d Street. He said he heard the engine first about 9:30 A.M. and at intervals for the next hour. Impressed with the plight of the pilot, he telephoned to the National Broadcasting Company.

An announcement over the radio brought other calls from Park Avenue further south, and from Riverside Drive and Harlem. Evidently the pilot was circling in an attempt to find out where he was. Using short wave, the broadcasting company sent out a message, on the chance that the flier had a receiving set, informing him of his approximate position and giving him the wind direction.

All airports were notified, and at Newark Airport the radio operators for the Department of Commerce and air lines joined in offering what help they could. Beacons on the field were lighted and searchlights flashed through the white smother of snow.

An hour after the first Manhattan reports, dwellers in Jersey City notified the Newark Airport that they heard the plane. At that time the visibility over Newark Airport had increased slightly with a ceiling of perhaps 500 feet. Pilots grounded there by the storm watched in vain for the mysterious flier.

A check of the various calls indicated that the flier had gone as far as Seventy-second Street, circled above Central Park and then proceeded north to the vicinity of 231st Street and Sedgwick Avenue, the Bronx.

For a time no further reports came in, but about 2:25 P.M. the sound of a motor was reported over Riverside Drive and 155th Street. At that time several airports announced visibility of a mile, and pilots said that, if he had wished, the unknown flier could have found a safe landing in New Jersey or Long Island.

All fields in the metropolitan district reported that there had been no flying during the day and that no stray plane had dropped down from the snowy skies.

1933 December 27 (Wed) Svenska Dagbladet, p. 13. (card 1)

Smuggling by air to [in] Kalix? / Flying machine observed on Christmas Eve. Not mistaken for ambulance plane.

The mysterious flying machine in Lappland has now been viewed complete with searchlight in Kalix of the Skärgårds, where it was decided to dismiss every suspicion of confusion with the ambulance plane or with stars. It was believed full and firm that it was a Finnish liquor smuggler who had passed by. The latest says that a flying machine on Christmas Eve between 5 and 6 o'clock from Bottenhavet passed Skagsudden and continued onward due westward.

Now it is reported that the flying ambulance was seen in Boden on the holiday passing outward by two expeditioners (travellers), both of whom were going on the stretch to Juoksengi, a village near the Torne River, but that was on Christmas day, a matter of which there is more to read below. In Kalix of the Skärgårds it was asserted that a flying machine was distinctly seen on Christmas Eve.

The Svenska Dagbladet has sought to gain clarification in this mysterious affair, and thereby we have established to begin with that no one in Kalix saw any flying machine at all. Inquiries at Storön in the Skärgårds likewise gave a negative result. No one said any flying machine was seen on Christmas Eve or Christmas Day or since the beginning of December, more exactly on December 2 at 11:30 o'clock in the evening. It came from the east and headed westward. The

machine also was observed in the village of Rossbält. Earlier still it was said in the fall that a flying machine, which passed Hesta cutting straight eastward against the Malören (lighthouse, power station) "fire place". In Berghamn on the other hand the flying machine was observed on Christmas Eve. It was watched by three other persons, who declare that it circled several times over the island and made a straight-line play over the landscape. While it is said in Kalix that people believe that it was Finnish smugglers, people here make [the same] of it. People are commonly of the understanding that a considerable quantity of liquor has been smuggled in to a landing on this stretch of coast. Most of it probably went to the ore fields. A certain benzine container, which was transported by car from Gällhare to Kiruna, was thus mistaken for containing "smuggled liquor." / Sergeant Gunnerfeldt's Exploit. / "If somebody hadn't been sick I would not have continued."

Ambulance plane pilot Sgt. K. Gunnerfeldt, with whom this newspaper had an interview, declared that none of his trip touched on the areas which are in question here. In flying to Juoksengi he passed within 6 or 7 miles' distance with extinguished lights. He started from Boden at 9:15 on ~~xxxx~~ Christmas Day night (Eve!) and returned at 11:18. The machine at Kalix of the Skärgårds made its appearance on Christmas eve between 5 and 6.

[He started the trip on a call about a boy with a gunshot wound, and the trip was difficult because of fog and mist, but he succeeded.]

The other ambulance plane on Christmas Day took a course to Arjeplog and set out early in the day. It started out at 1:15 o'clock and came back at 4 o'clock in the afternoon.

1933 December 28 (Th) Svenska Dagbladet, p. 6. (card 1)

Liquor by air from a depot outside Norway / The mysterious airplane in the mountains receives its explanation. / Sharp lookout on the coast. / (From our Helsingfors correspondent.)

HELSINGFORS, 27 December. Authorities in Vasa think they have established that the mysterious airplane which for the last few days has attracted so much attention in Sweden, is a smuggler's newest method of operation, against which an even sharper watch is being kept on the Swedish and Finnish coasts. For the sake of slipping through blockades [traps, checkpoints] has the smuggler had recourse to a flying machine. Therefore an alarm for the whole coast lookout was given from Bottniska. All the men who had permission were summoned to take up the struggle against this new form of smuggling. It is thought that the smugglers established liquor bases on both the Swedish east and Finnish west coasts. Till then the smugglers transported per flight about 1500 liters of liquor in taking from the distant depot ~~the~~ ship, which lies off the Norwegian coast. Through such use of flying smugglers can go a long way down the nearer coasts to reach the liquor ship. People have in certain areas observed a liquor flood [?] [smell, runoff?] when no one had any idea where it came from. People then surmised that the liquor was brought by air.

The chief of the coastguards, Commander-Captain Pietinen, refutes in a most decisive statement the conviction in Sweden that a Finnish coastguard machine flew over Swedish territory. The coastguard flying machine in Vasa already has been stored away for two weeks' time and is undergoing repairs for the present, since it is out of order. If a Finnish flying machine had crossed the border into Sweden, the Swedish government naturally would have registered a protest, but no such thing has come about. All reports of that Finnish machine flying over Sweden are without basis.

Liquor storage on the Norwegian coast reported in Finland. UMEA, Wednesday (TT). The coastguard chief in northern Finland, Commander-Captain Enquist in Vasa, responded to the [newspaper] Umebladet's inquiries [by saying] there was not any evidence that liquor had been smuggled in by flying machine into northern Finland from the Norwegian coast. He [said] however that it was much more likely that smugglers through here escaped the sharper watch in Botten harbor. That liquor is stored on the north Norwegian coast during the past weeks, said the commander-captain, had been reported again.

A flying machine also observed on the Norwegian side. NAMSOS, Wednesday (TT). According to what was reported on Saturday in the vicinity of the customs station at Frostviken on the Swedish side a flying machine was seen coming out of the south and it is said that it swung in toward Norway and up toward the Nordlands boundary. Police and customs officials in the boundary district have passed the word. In the morning it was reported from Naröv that a man at 9:30 on Tuesday morning saw a flying machine which came up toward Naröv and swung westward.

1933 December 29 (Fri) Svenska Dagbladet, pp. 3, (21). (card 1)

The flying smuggler leaves tracks. / Landing field on island off the north Norwegian coast. / Liquor or Silk? / Eager search by cruiser and policemen.

According to definite reports from Oslo, off the north Norwegian coast at last has been found the landing field of the mysterious flying machine which for a rather long time has been observed over northern Norway and northern Sweden and set in connection with smugglers. A telegram from Oslo on Thursday evening reports that the chief of police in Mosjøen, Ole Olsen, confirms that the machine really exists and was not wholly some robber story. The machine was observed by many people on the streets outside at Vik in Helgeland and has puzzled [people] down in Syngvaer in one of the outermost islands, an area long reputed to be a smugglers' nest. Later the machine was heard and seen on ~~xxxx~~ Christmas Day near the border. Norwegian police investigated an Lyngvaer, which lies 12-15 miles toward the sea, hindered Thursday by a violent storm, but as soon as there was a lull, they came to nearby islands to investigate.

Police chief Olsen reports that the machine was both seen and heard by trustworthy persons; on December 12 by a female telephone operator in Honhorne and on the 14th by tradesman Wikjörd in Vendesund. It was a large flying machine with pontoons, but of an indiscernible type, as it was [the weather was?] considerably spuming (strong, unsettled). The police chief took for granted that the machine was Swedish or Finnish and that it fetched liquor from a storage out on the islands for transport onward to Sweden or Finland.

The machine was also observed over Joesjö on the Swedish side of the border. From here and eastward it flew to the river, where the machine could [may] have gone down. Presumably it is also equipped so that it can land on ice. The police chief gave out that the flier may have made contact with some kind of smuggling vessel and [promised] a continued investigation along this line, as soon as there is a lull in the storm. Toll crossings [inspection stations] on the Nordland side, which came to assistance, lie in a valley in Vendesund. For the rest they seek collaboration with the local Swedish police authorities to find the flying machine, if possible. /

Smuggling plane over Sorsele on Thursday. / Night flying in Västerbottens mountains fully laid bare. / (From our correspondent.)

UMEÅ, Thursday. Reports of the mysterious ghost flying machine up in the Västerbottens mountain areas continue to trickle in. Last night came a report from Kradssele in Sorsele saying that at 3:45 o'clock a mysterious light was observed flying through the air. The observation was made by no fewer than fifteen persons, but it was strange that none of them could hear any motor noise. Some time earlier, meanwhile, a woman and her son had plainly heard motor noises and people in Kradssele were completely convinced that the light and sound derived from a flying machine. Earlier from Kradssele people also perceived the mysterious sound in the middle of the month of November and it was thought for certain that the mountain mass nearby the village served as some sort of operations base or holding place for the flier's purposes. Inhabitants have seen lights from the machine tinged with red, white [vitt?] and green (or, diffused and green).

They flying ambulance pilot in Boden, Sergeant Knut Gunnerfeldt, is for his own part convinced that smuggling with a flying machine in the Västerbottens mountains is fully feasible. Flying ambulances have often made nighttime flights in the mountains without encountering even the slightest misfortune. As a rule, however, ambulance pilots have concern for [choosing] a place where landing shall be partly through [the help of] pylons [markera] and partly through [compass devices] on the wings of the machine [?]. Some lighted lanterns ~~are used for navigation~~ have no purpose at all in night navigation. The only occasion when lanterns are used lighted for night trips is in passing telephone stations so the plane will be observed. It can be thought that a smuggler's flying machine lights its light in order to give a signal to the station on the ground.

The machine carries liquor or silk.

Concerning what the expense for an aerial transport is, Sgt. Gunnerfeldt reports that an average airplane may consume fuel (at a rate) of about fifteen kroner per hour. A plane like that bears a cargo of at least 500 kg. Though it thus can be thought likely that a flying machine smuggler is in the mountains, no one knows anything of what kind of smuggling is in question. Nearest to hand lies the guess that it is smuggled liquor which moves and it is clear that this [is something] that can be smuggled in this manner at a rather good profit. The peculiar thing is, however, that people in the whole [landfiskals] district in Lappmark [Lappland], where people observed this flier, neither during the Christmas holiday nor earlier [noticed] the least supply of smuggled liquor. It has been calm and silent [since that] mysterious transport [for car] has been observed. In one village in Stensele people said however that for two weeks since a larger private car gas went out through [the] village with extinguished headlights, but no one knows if they were extinguished with intention or if the lights themselves were at fault.

Custom house officials inform that one can also make [a profit] at smuggling in other articles, for example, silk. Stolen silk is so high that a flying machine's cargo of 500 kg. should be able to bring in a profit for the smuggler of no less than 15,000 kroners. It is known that Finnish smugglers have plans for how to procure their own airplane, up to and including the training of their own fliers.

Mountain passes in Över-Uman the old way [?] / Bureau director Sandström looks for the smuggling machine.

England has its giant crocodile in Loch Ness and Sweden has its giant airplane over Sorsele, which with every day grows to ever greater proportions and now allegedly conducts regular trips between Vasa in Finland and Mo in north Norway with a cargo of many thousand liters. Comparison stops without much doubt, because the sea serpent seems to be a relic from a prehistoric epoch while that Lapland airplane is a hypermodern phenomenon. Yet it remains something in a high degree strange, not to mention fantastic too, these stories about the great flying machine circling over the barren, snow-covered mountain tops. That liquor smuggling ~~progresses~~ progresses on a grand scale, by airplane as well, from the Norwegian side to the Finnish side of the border, is indisputable. What happens to be strange is that the smugglers should undertake an intermediate landing on some of the mountain tops in the Swedish Lapp country.

--It is without doubt extraordinarily strange, said village director J.W. Sandström, who in the capacity of senior mountain [patrolman] and meteorologist is well acquainted with this country. Mountain passes in Över-Umans valley meanwhile have [been since olden times] the way over the border from the Swedish side to Mo in Norway in winter as well as in summer [?]. This country is also very good in relative smoothness and an even mountain plateau on which a flying

machine would be able to land comparatively easily. The territory is more [very] thinly populated and there can be many miles to the nearest human residence. It is wholly secure in many important respects in a possible smuggler's eyes!

--It is guessed that people perhaps confuse a flying machine with some kind of luminous phenomenon; does not St. Elmo's Fire usually appear over mountain tops? [Is this not suggested as probable because of] that large number of mysterious flying machines people have seen but not found?

--People in this country are very isolated and rather primitive. Yet an airplane is such a rare phenomenon up there and must attract so much attention that I can hardly believe in any confusion. During my many travels in the area I have [for my part] never heard reports of any luminous phenomena, whether real or imaginary, which should be able to correspond to the observations related in the press.

Very mysterious things happen, and one gets to expect well enough that smugglers are what has been seen and reported near those mountain passes [intakes].

Minesweeper with 20,000 liters now in Botten harbor. / The fast-moving boat has eluded capture in the Ålands. [?]

UMEÅ, Thursday (TT). A fast-moving liquor racer of the minesweeper type has, according to the Umebladet, during the Christmas holidays under cover of darkness luckily stolen away to escape capture in the Ålands and is now found in Bottniska Bay. On Christmas Day it was visible from Holmögdads light[house], from where it veered southward and passed by at only 100 meters distance. From Snipån it went back to the north. Customs guards on both the Swedish and Finnish sides were alarmed ~~skrämt skrämt~~ [alarmed]. The chief of coastguards in northern Finland, Commander-Captain Enqvist in Vasa, considers it likely that a smuggling vessel which is able to carry a cargo of about 20,000 liters of liquor, made land somewhere on the Finnish side directly north of Vasa.

1933 December 30 [Sat] Svenska Dagbladet, p. 1.

(card 1)

All Lappland has observed a flying light. / A ghost machine over Stensele on Friday morning, over Iärna [?] at night. / (From our correspondent.)

UMEÅ, Fri. In spite of everything being reported on Norwegian and Swedish radio and set out in the daily press, ghost airplanes over the Västerbottens mountain country are daily [sights]. This morning at half past 7 o'clock the thing was seen over Gunnarsburg in Stenseld parish and then was seen to fly towards Sorsele bay, where it was seen on Thursday night. ~~At~~ At about 6 in the afternoon was reported in the Västerbottens-Kuriren from Joesjö in Iärna that people saw the mysterious light fly in over the Norwegian border against the Hatfjälldalen [valley] in Norway. It overcame a driving snowstorm and the populace could not understand [why] fliers ventured out in such weather. It so happened that it had difficulty in orientation, because it set a course on the highest mountain top and [flighted] where its searchlight played [or, let it...play.] Landfiskal Lidman in Sorsele on Kixå Friday performed an investigation in Kradssele for the reason that the people there on Thursday night saw a machine flying southward. The result was that the landfiskal was convinced that the populace heard and saw a flying machine, but which way it took has been impossible to ascertain. No sign that there was a depot could be discovered, and people found it very strange, that a flier so often crosses away over this country where people believe with certainty they can say that no smuggler has been found.

A very great quantity must have been smuggled by flying machine. Landfiskal Lidén of Stensele has personally stayed around in the villages of this parish where people have made such good observations every day during the last two weeks. He declared for the Västerbottens-Kuriren that it was impossible to ascertain if any landing occurred in the [deep] snow which is found in this area. Since the first observations were made as far back as November 17, the flying machine must, if it is out for smuggling, have been able to transport a ~~great~~ very great quantity and been able to travel over vast stretches. People have seen the flying light in nearly all the Lappland parishes, in Arvidsjaus, in Malå, in Vilhelmina, in Dorotea, in Åsele, in Tärna, in Sorsele and Stensele. One day at the end of November, more precisely, on the 27th, it is believed that people observed it also over Örnsköldsvik.

The flier must be well directed [oriented]. / Norwegian customs authorities make an investigation out at Lyngår. / (From our Oslo correspondent.)

OSLO, Fri. Stories of the mysterious flying machine which is believed to go on a regular route between the Norwegian Helgeland coast and Finland, are as mysterious as ever. At night a telegram came in from Mösjoen [saying] that a sheriff's officer in Hatfjälldalen had seen a flying machine at 6 o'clock p.m. over Joesjö on the Swedish side of the border east of the Krutvatnets mountain cottage [station house?]. The machine at the time had a course in a south-westerly direction, toward Norway. The police chief in Mösjoen had warned all sheriff's officers to keep a sharp lookout. The place where the flying machine was observed is the same place where the machine first passed on Christmas Day and was observed by trustworthy people. Judging by the course, its destination could well have been Lyngår on the islands thereabouts.

The Aftenposten that evening had an interview with police chief Olsen in Mösjoen. He reported that a sheriff's officer in Hatfjälldalen, his wife and many another person had seen lights from a flying machine at night. It flew very high over the mountain and with a course toward Vik- or Rindalen, which is to say, in the same direction as the former took.

--It is a strange story, said the police chief. I found out really nothing at all about it. It is remarkable that the machine can operate in darkness here in this dangerous terrain. The flier must be very well oriented [have a good sense of direction (or experience)?]. At least for now the weather has improved (?). It is calm and clear. Nordland customs officials have gone out and [searched] for the present in the vicinity of Lyngvär. People come to undertake an investigation tonight, and it is then possible that a definitive explanation can be found during the course of tomorrow, but the flying machine can very well be in various other places even in Lyngvär. All around are found many small islands with smooth waters where a machine can land.

Sheriff's officers in Mattfjellålen stay now in constant contact with landsfiskalen in Tärna on the Swedish side. The police chief reports that in the last few days it was observed [once] by partly suspicious persons in Rörvik and Brännövsund. These persons are familiar to police, but have just now disappeared. The police are searching for them.

1933 December 31 (Sun) Svenska Dagbladet, p. (24).

Flier X has returned from Norway. / At a great height over Tärnaby. Norwegian and Swedish aerial search organized.

"That Flier X" smuggling plane up over northern Sweden and Norway [no longer keeps its raids out of sight.] On Friday night it disappeared far over the mountains towards the Norwegian side and was observed there directly before 6 o'clock over Vefsu by three or four persons. These people followed the "ghost flier" a long time with a telescope, but it went altogether too high--2-3000 meters--for anyone in the gathering [prevailing] twilight to be able to make any worthwhile observations; the machine held a southwesterly course in the direction of Brännövsund, but no one has given the Norwegian police any lead in the search which is going on along the coast. The distances are so great considering the equipment at their disposal that it is hard to conceive of how to bring about an orderly investigation. Earlier the Aftenposten [said] also [] that the customs authorities must have an airplane at their disposal for a search--and this plane must cross into Swedish territory as well.

"Flier X" visit on the Norwegian side was not lengthy this trip: Clearly on Saturday the machine came back, it can be supposed with a full cargo of smuggled goods, to Sweden, and passed over Tärnaby at a great height and the air was beautiful and clear to view, and the machine was seen plainly by many persons besides Petty constable Dahlberg. The machine came, reports have it, from the Norwegian side where it disappeared Friday night behind Joesjö. After it had passed Tärnaby it set a course due eastward along the coast where the thing was observed by watchers for twenty minutes time. Which way it then went is unknown. In Stensele or Sorsele parish it is not thought in every case to have landed. It has, it is thought, evidently some hidden station where it goes down and keeps hidden. On the Swedish side people know just as little about the machine's landing place as the Norwegians.

The chief of the Swedish air force accepted on Saturday the announced proposition from the general customs director on the flying search assistance [group] for clearing up the mystery and gave the chief for the Fourth Air Corps, Major von Porat in Östersund, a telegraphed order to gather detailed [information] and send in a report [making] proposals for possible measures. According to what Major von Porat reported to the Västerbottens-Kuriren, a plan was worked out which shall be made public in full [clearly] on Monday morning.

1934

1934 January 1 (Mon) Daily Telegraph (London), p. 14.

A MYSTERIOUS FLIER OVER SCANDINAVIA / SMUGGLER OF ARMS? / From Our Own Correspondent / STOCKHOLM, Sunday.

An aeroplane believed to belong to a smuggler engaged in the arms traffic has mysteriously appeared in the last few weeks several times over Lapland and North Sweden, puzzling both the authorities and the inhabitants of those regions. Military machines from the garrison town of Östersund will to-morrow or on Tuesday start a pursuit of the aeroplane over the snowfields, mountains and wild forests of Lapland.

The machine has always been seen at the same time in the afternoon, coming from the coast of Norway. It flies over Lapland and, after landing on a nearly inaccessible plateau, continues its flight to the Swedish coast and across the Gulf of Bothnia in the direction of Finland. On the first few occasions witnesses only saw red and white lantern flares and heard the engine. But in the last few days the aeroplane itself has been seen.

The authorities believe that, if the witnesses' stories are true, the machine is smuggling alcohol and silk. But an evening paper today publishes a telegram from Umeå saying that it is more likely to be smuggling arms, as it is known that weapons have been conveyed secretly into Norway and Sweden for the Communist party. The Communists in some districts of Northern Sweden have lately been very active owing to the progress of the Nazi party there.

1934 January 1 (Mon) New York Times, p. 21.

Mystery Plane Is Hunted by Swedish Army Fliers. / Wireless to the NYT. STOCKHOLM, Dec. 31.--Swedish army aviators have been ordered to chase a mysterious airplane which has been sighted for several weeks over Lapland. It is believed to land among the mountains, making flights at night.

The pilot was recently heard flying toward Norway in a heavy snowstorm. It is thought he is a smuggler carrying silks and narcotics and possibly weapons.

Flier X [] high over Sorsele. / Large monoplane makes three [slow?] passes over the community. Aerial search in broad daylight! Plans of Swedish origin to send an aerial expedition to Nordland for the reason of clearing up the mysterious story of the flying smuggler are beginning to take definite form. The chief of the Fourth Flying Corps in Östersund, Major von Porat, was on New Years Day ready with his report and despatched it to the chief of the air force. In response to the Svenska Dagbladet's inquiry on New Years Day, on the basis of the investigation made by Major von Porat, and all the information gathered from landsfiskals, plans now were drawn up for the chase. People can at last get out into the wild blue yonder on this very expensive and risk-filled expedition.

Communications about the "flier X" expeditions continue to come in. On Sunday was lively activity in this respect and it was observed both early in the morning and [late] at night. A discerning and reliable person, manager for Presbyrån in Vilhelmina, O. Hedlund, [about] 4 o'clock on Sunday morning, when he found himself on an inspection trip in a Sorsele community, saw the machine. It went on at a height of only 400 meters and was seen plainly. The view was notably good and the full moon [was up]. Hr. Hedlund observed plainly that the airplane was a [monoplane] and as large as a passenger machine. Hedlund is a Stockholmer and often has gone to see Aerotransports and large service machines, therefore he can easily make comparisons. The "ghost machine" is thus, he says, a large machine of about the same type as Aerotransport uses, [and] is then considerably larger than an army machine and appears gray in color and provided with skis or pontoons. These distinctive marks are well in accord with those [of planes] which have been reported about the same time from Norway.

The flying machine occasionally travels without a light and goes with a [silent] motor, while it made three large passes over the community. Herr Hedlund is the first Swedish observer who plainly was able to see the machine and leave some description of the same. Then the machine circled over Sorsele, set a course for Arvidejaur, where according to statements it was also visible. From Amarnä it was reported as well that people on Sunday heard noises from a flying machine motor.

The last report from "flier X" came in from Horra Fjällnäs in Tärna parish. There the machine was seen between 5 and 6 on Sunday afternoon and flew then directly toward the Norwegian border. Also in Björkbacken in Tärna people observed a machine at about the same time. 1934 January 3 (Wed) Svenska Dagbladet, p. 3. (card 1)

"Ghost planes" have been observed along two courses in Sweden, on the map returning once by the whole, once by the broken line. The former goes from the Norwegian border in Kradssele, the latter from Gunnarberg to Amarnäs. (map on p. 3).

"Flier X" hides in the snow in Amarrfjället? / Customs action expected against smuggling. / "Expensive story," says flying chief.

The mystery about "ghost fliers" lying up in the north has thickened without relief during all the last few days, and the growing shower [of] reports produced [by] witnesses from different quarters has brought out that people even begin to lean toward the opinion that it is not only one "flier X" in action but two machines. On that subject people have meanwhile not found any definite evidence. The most important report for the day comes from a place much farther north, namely north of Porjusbanan. It was only December 19 but competent observers quite recently had heard talk of "ghost flier" expeditions. On a trip along the sea [of] Maskajaur these two aforementioned men came across clear tracks left behind by a flying machine which was equipped with two pairs of skids. The marks in the snow showed clearly a machine's landing and takeoff. Information about the flying machine's course could [be had] by following along the two streaks--namely [from] Krutvatn in Norway-Kradssele and Amarnäs-Gunnarberg. Whether a decision was made to search on the part of the Swedish air force was not known on Tuesday night--on the part of the authorities it is a matter of course to conceal such a step as long as possible.

--I have gotten a report from Major von Porat on the mysterious flying machine, said the chief of aerial defense, General Virgin, to the Svenska Dagbladet. I sent it immediately to the general customs officials. The air force itself has no reason except if customs [officials] ask for help such as we can furnish. It is a rare and serious business to send our machines up in these vast wastelands, where it is ten miles between communities. Benzine depots must first be prepared, and that, in this expanse, makes it no light matter [for] the suspected airplane(?). It is the nearest thing to looking for a needle in a haystack. People cannot make anything of the airplane without having followed it to see if it goes down on the Swedish side [?]. Plainly in every case it has its base in Norwegian territory and is reported to seek to find this place. Until further notice, to always keep up a watchful hunt is the general customs director's stated opinion on the matter.

General Customs Director Wohlin reports for this reason that at the present state of the matter he does not wish to make any pronouncement.

In his report Major von Porat says that several persons on repeated occasions saw an airplane and searchlight. Among them were found two men liable to military service [?] from the fourth flying corps, who are also accustomed to see airplanes. The airplane evidently has come in over Norway and went over snowy, remote Storusan. It has been observed within a triangle bordered by Tärna--Stensele--Sorsele. From the Norwegian coast and out to Storusan is found

a watercourse which offers fliers a possible landing field, if it should be needed. Down in the coastal area with their greater and greater population no one has heard or seen an airplane. The destination of the airplane's journey has not been established.

At midday Tuesday, Major von Porat received a telegraphed order that only if the provincial government requested an aerial search shall such [action] be undertaken. / Mysterious flier back over Sorsele. / Farmers (heidsmen?) hears "Flier X" start from his hidden landing place.

From Umeå it is reported that on Monday night about 8 o'clock a flying machine passed near to Sorsele. The observer, hunt master (?) Torsten Karlsson in Sorsele, says he is absolutely certain about this matter. The machine did not show any light, and the sound went away in a southerly direction. Whether it was made by a smuggler machine or not was not cleared up.

Director of the press bureau in Vilhelmina, Olof Hedlund, has given the Västerbottens-Kuriren some further details about his observation on Sunday morning, when he saw "Flier X" over the Sorsele railroad station. The machine went over at full speed, near the circle roundhouse, and it is possible that its height was even less than 400 meters. The machine disappeared in the direction of Ammarån, and it is believed that it landed in Ammarfjället. A farmer, Linus Strömdal, heard motor sounds on Sunday night, which he is certain came from a flying machine. The sound of the motor started and stopped, twice went inward and back coming and going, also came from Ammarfjället. Chances are the machines are hidden somewhere during the day between four o'clock in the morning and four in the afternoon, but where the landing place is located for the present evades all discovery. Investigations by landsfiskalen in Sorsele have clarified that it is not the movements of the ambulance plane or military fliers.

If you study the route on a map along which the flying light was seen during the past month, you find that it certainly moves capriciously and irregularly but yet especially appears along a certain general course which is outlined by the triangular path between Tärna--Sorsele--Stensele. One of these courses and the one which seems to be without a doubt the most actively travelled goes as far down (?) as Krutvattnet (and) up to the Norwegian border at Tärna. A cluster of observations have been made here along a line (from) Josefs--Joestrom--Tärnaby--north Fjällnäs and up to the stretch Björkbacken--Kradsele with the surrounding country (Guverteplatån). Another path seems to go from Ammarån and its accompanying Tjulträsk over Guverteplatån with mountain-peaked Valle--Kilixx village of Tallträsk--Fjällbonas--Abborrberg in Stensele--Cippmökshobben. The line should be stretched over Fjällbonas--Blaken in Inlandsbanan, where people in Gunnersberg saw a ghost machine coming from Sorselehället. Any further comparison of the sounds themselves cannot be made on such a meager basis, such as stands at our disposal.

"Flier X" also at (in) Gällivare.

According to a report in the Norrbottens-Kuriren the "ghost flier" was observed on December 30 from a highway at Nuorjevara, a couple of miles east of Gällivare. The flying machine went at a low altitude, 50 to 60 meters, and was observed in full view by two motorists. It was ascertained that it could not have been a question of the ambulance plane in Boden or any military flier, and, since there are no private fliers to be found anywhere nearer than in Jämtland, there seems to be no doubt about it, that what moves about is an unknown flying machine.

1934 January 4 (Th) Svenska Dagbladet, p. 5.

Flier X is everywhere in Norrland. / Pull-fledged mass psychosis mixes up the people. Make reliable statements.

"That Flier X" has continued to play hide-and-go-seek on through Tuesday and Wednesday and the popular imagination is so aroused that people speak of a full-fledged mass psychosis. Reports are coming in from various places, and it is clear that many observers confuse diverse unusual signal lights with the evening star. At one o'clock at night on Wednesday some patrolling constables heard it and several other persons from various places in Umeå (heard) flying noises over (their) towns. The machine happened to come along following the railroad from M Vännähället and went presumably along the coast southward toward Nordmalings. A beam of light sent from it lit up the opposite side of the sky and (seems) to have come from a searchlight.

After the reports from Umeå people expected that information about the machine would come in from Ornsköldsvikshället. But instead the machine was seen as usual in Lappland. It was still just barely daylight and the time could well have been about 9, when people in Skansnäs in Vilhelmina parish pointed out a flying machine circling around the southern part most slope of Gardfjället (Mt. Gard). Most of the village's inhabitants saw the machine and heard a noise and all of them were convinced that it was not an optical illusion. People believe that it descended on the snow of a small mountain. Later it was asserted the machine had passed over Rönnbäck in Tärna parish on its way to the Norwegian side. Reports about the machine also from a number of other places have produced complete confusion, says the Västerbottens-Kuriren, and people don't know what to believe.

The provincial government, so far as is (known), still on Wednesday had not made any reclusion in the question of calling in military planes for an aerial search for the mysterious flier.

Machine observed on Norwegian side on New Year's Day.

According to reports from Mosjöen a flying machine was observed at 4:30 o'clock in the morning on New Year's Day by many persons at Mo in Ranen. The machine disappeared in a northeasterly direction. It was also observed later in the day and then flew westward.

Customs (service) investigations at the fishing village of Lyngvaer has now concluded, but people have not found any suspects. In Ursfjord there had not been any suspicious craft before Christmas.

according to a report from a fish buyer(?). This place is very suitable for smuggling, since distances between houses are great. Here are found as well good landing places for flying machines. In Ursfjord mysterious lights also have been observed, and this observation with mountains for a background, excludes confusion with a star.

1934 January 5 (Fri) Svenska Dagbladet, p. 12.

(card 1)

Does the air force hunt Flier X today? / Swift flier of impressive size goes at low altitude over Gällivare.

"That Flier X," about which whose flights reports are untiringly strewn from different places up in the north, is now to be chased by Swedish air force machines. According to reports coming from Luleå provincial government (officials) have been seen in contact with the military command in Boden fort for (any) protective measures (is) may take on the ground that a strange machine reveals itself in Norrbottens land. The provincial officials' intervention is merely the cause of an order by which air traffic is forbidden within a certain territory east of the national boundary course without royal permission (?). Provincial officials have undertaken to initiate an investigation with the persons who say they have observed fliers and who (can) furnish descriptions of the type of machine.

As regards the machine which on December 30 was observed by a motorist and his passenger flying at a low altitude over the highway near Muorjevara one and a half miles east of Gällivare, they report it was a monoplane, were able to observe its single motor and in the colored light it shed (saw it) also was equipped with skids. It had a remarkable breadth between wingtips and flew very fast. A pair of hunters from Håimberget saw it the same day at 2:30p.m. from a mountain close by the community, the plane coming flying over the low-lying bog banks around Lineålv. For observers with a much clearer view (it was) plainly an airplane, which was light gray. A motorist in Luleå has reported on the day in question at the coastal village of Hjörfjärden in Raneå parish at 9:15 o'clock p.m. observed a flying machine, which steered in over the coast from the sea. The machine was seen plainly in the partially lighted sky. The motorist set out at high speed and could see the machine (as far out as) Persön, two miles from Luleå. There the airplane turned southward and was seen taking a southward course, briskly travelling east toward Luleå at a distance of 8 to 10 km.

After the Wednesday observations people have acknowledged as true that there has to be two machines, and hence one is presently operated on the coast and the other kept up in the mountain area. The machine in the coastal area was observed on Thursday at Rusale in Lycksale parish by two lumberjacks (?), who at 6 o'clock at night saw a light come (flying) in the air and heard motor noise. No other observations were made during Thursday in Västerbotten. The flying weather has been poor with severe storms and overcast sky.

Machine heard on Wednesday evening on the Norwegian side.

MOSJÖEN, Thursday (TF). Many reliable persons in Mosjöen reported that at 11 o'clock on Wednesday evening they heard motor noise which is definitely thought to have arisen from a flying machine. The sound was thought to have disappeared in a westerly direction.

From Brönöysund is reported that people at Toft in Brönöy on January 2 observed a mysterious light, probably coming from a flying machine. The light moved in a circle and disappeared repeatedly. Now and again people saw a strong light like that from a searchlight. At times it was altogether extinguished, so that confusion with a star is excluded. The light finally seemed to go down south of Torghatten.

1934 January 7 (Sun) Svenska Dagbladet, p. 12.

Flier X on an expedition in Bottenhavet / The machine was observed along the coast, passes Holmögadda lighthouse.

The mysterious airplane continues constantly its expeditions without any final solution to the riddle coming any nearer. On Saturday night it was observed once again in two places, the last time at 8 o'clock at night when it passed Holmögadd. The earlier observation during the night (directs to our attention) that the machine flew along the coast from some place in the south.

"That Flier X" was seen at 6 o'clock in Nordmalings, where a great many persons observed a light out at sea, which moved in a northerly direction. When the machine was seen passing over Holmögadda light, it was observed by the director (keeper), who has said that the light came from an airplane. Earlier no one on the island observed any similar light. The machine went at about 400 meters high, but when it was directly east from Holmögadd, it sank down to 100 meters. Due to the prevalent storms and (lightening?) it was impossible to hear motor noise--the wind speed was estimated to occasionally reach as much as (1) 18 meters per second--but the lighthouse keeper plainly could discern two side lights, one red and one green. Meanwhile the machine carried no searchlight.

Also from the Skellefteå country comes reports that a light from "X" was seen there, that is, in Storkåge village. The machine flew from a starting-point straight southward, made thereafter two passes over the country and disappeared finally inland. In Skellefteå the mysterious light was observed at half past 5 o'clock by some cab drivers. The light seemed to come from the south and went northward. The roar of the airplane motor also could be plainly discerned.

1934 January 8 (Mon) Svenska Dagbladet, p. 4.

The ghost flier has been heard again in mountain villages. / Up at the Norwegian border Saturday night. / (From our correspondent.)

UMEÅ, Sunday. Since the ghost flier disappeared on Saturday night out toward the sea outside Holmögadd in a driving snowstorm, which measured (wind speeds of) 22 miles/sec. (ca. 45 mph), people have believed that it landed in safety on the Finnish side. Meanwhile sight-

ings of the machine continue over the Swedish hill backwoods, [as] twice on Sunday morning people in the little mountain village of Borgafjäll in Dorotea parish heard up at the Norwegian border a loud motor noise from a flying amachine. The inhabitants declare that they are sure that they have not confused it with any other noise.

People have guessed that the confiscated liquor which during the past few days has [been captured] on the Swedish coast, possibly has a connection with the ghost flier's appearance. Aboard the Gretel, [captured by the smuggler-chaser(?)] outside Örnsköldsvik, was found 4000 liters of benzine. An investigation meanwhile has shown that this quantity of benzine was solely set aside for the "Gretel's" own use. No especial sign has been forthcoming, says customs authorities, which indicated that the flier has been dealing in liquor smuggling. It still continues to be a problem for them and a riddle, for which a solution has not been forthcoming.

1934 January 9 (Tues) Svenska Dagbladet, p. 10. (card 1)

Has Flier X newly altered his course? / In Dorotea people often hear the mysterious machine's noise among the mountains. / (From our correspondent.)

UMEÅ, Monday. The question as to whether there are one or two "flier X's" over the Västerbottens parish continues to remain open, but to judge by the hundreds of reports which have been strewn over the course of the [past few] days, there would have to be a whole squadron. Without a doubt, however, is [the fact] that flier X today at daybreak made a pair of sweeps along the coast at Bottniska Bay. Up in Bureå outside Skellefteå people saw it following the shore at Bjuroklubb [the Bjuro Club?]. Later it was seen in Lövsånger, passed Sävar and Täfteå, was observed by people in Umeå town and at 7:30 o'clock went out to the harbor [sea] outside Norrbyckär. According to the Västerbotten-Kuriren, observers there have seen the red and green lights on the wings and could follow the flier on its journey toward Nordmaling, where it began to take a wide turn over the notorious smugglers' dens, Bredvik and Kirke. There the light disappeared

for a while, and observers were convinced that the machine had ventured a landing on some of the forest lakes with long projecting points (arms) or went down in the [lee]ward shelter of open water.

From the little village of Öre people saw at the same time a machine come spying with its searchlight. Noise from the motor was not heard [due to] the harbor [sea] sounds, but a foreman, Forsran, who stood out in the yard and made the observation, did not expect to hear any motor noise for the reason that it was a flying machine[?]. That flier X set a course out from [for] the sea in an easterly direction and at the same time there was perceived from land two strong lights out at sea. They must have been masthead lights on a steamer or else lights on two boats which lay out at the limit of [territorial waters] or else a piece inside Swedish waters.

Later it would have been dangerous for pilots to enter the old ordinary route over Tärna and Storuman, had he directed his journey along a southerly glen which runs quite ~~near~~ near the Jämtland border. Up in the villages in Dorotea people heard it nearly nightly come roaring out from the mountain tops and disappear on the Norwegian border. However there was the possibility that the mountain flier was a machine which for its own part works especially in the mountains while the coastal flier has its own set territory. That these [crafts] in such a case should lie hidden during the day is as yet uninvestigated.

Fliers also observed from state (provincial) icebreaker. Also from the state icebreaker M Ymer has, according to the Skelleftebladet, been confirmed the mysterious light. When the state icebreaker was thirteen days ago on its way from Luleå to Skelleftekenen the crew observed at 5 o'clock a strong light due southward near the horizon. The light changed color and was seen to hastily move away until it suddenly disappeared.

1934 January 10 (Wed) New York Times, p. 11.

Mystery Plane Reported/Seen Again in North Sweden--Searcher and Three Lost. / Wireless to the New York Times.

STOCKHOLM, Jan. 9.--A mysterious airplane variously said to belong to narcotic smugglers, Japanese spies and Russian spies was reported again today over Westerbotten in North Sweden. The Swedish Air Force has already lost two airplanes, without loss of life, in efforts to locate the base of the strange plane. Concern is now felt for Lieutenant Wanberg, who disappeared on a scouting expedition afoot on Christmas, and for a party of three skiers forming a rescue party. Military headquarters reported today that search for the four along the Norwegian border had been fruitless.

1934 January 10 (Wed) Svenska Dagbladet, p. 3, last. (card 1)

Is Flier X's base Leningrad? / Russian flier exercises in long night flight. / Prominent Swedish aviation expert on the mysterious trips. / SMUGGLING EXCLUDED.

Flier X is a Russian airplane!--that is the latest theory. One of the most prominent aviation experts said in stalk with the Svenska Dagbladet that it is nonsense to talk about smuggling or the like. What would be smuggled, anyway? Liquor, narcotics or silk--they wouldn't pay.

--No, he continued, there cannot be any doubt about the mysterious flying machines over Norrland--it is clear that it is a matter of more than one machine--belonging to the Russian air force.

--Why is the flier over Sweden? Simply because it is out on a practice flight, where it is a matter of an expedition which is intended to give the pilot training in unknown terrain, in the dark and fog. It is no difficulty for a modern flying machine to go out in darkness and fog. And the distance from Leningrad or any air base in Karelia is by no means so great that it need deter a military flier

from making a visit over Norrland or even into Norwegian territory. There still remain, continued the Svenska Dagbladet interviewer, various circumstances which speak directly [in favor] of accepting that, but for other reasons was not able during the time of the official investigation was still in progress, to better develop this point of view. He was reminded meanwhile of all the wide-eyed people which saw the mystery machine, and spoke of a metal machine like a Junker plane, and pointed out that a great many of the Russian military planes are metal machines of a type like the Junkers.

It is clear, he added, that its moves [are] simple training flights--provided that the presently proposed theories hold true--that it is a matter of testing materials and ~~is~~ piloting skill.

X maneuvers for an hour's exhibition at Holmön. / Pilot saw machine in the night go in spirals up and down. / (From our correspondent.)

UMEÅ, Tuesday. That flier X came in this evening ten minutes before ten from Sävarkället [from the direction of S...?] over Holmön. It was observed by all the lighthouse personnel at Holmöredd. When the flier came a mile from the sea, about at Gråssgrundet, it turned and began to go up and down in spirals. This way it continued during all the time the four persons made observations, totalling an hour and ten minutes. The machine never went down in the water, since it [stayed over] the high sea and the searchlight was never in use. On the other hand people at the lighthouse were able to discern the wing light[?]. How it circled around in that manner for an hour was a complete mystery for the lighthouse personnel. It may be, said lighthouse master Rutqvist, the machine circled in that manner to give some signal towards something unknown out ~~in~~ ~~the~~ ~~sea~~ at sea. People from the lighthouse could not see any ship and no light appeared either. The machine disappeared very gradually, and at five minutes past 11 o'clock Kvarken lay as dark and stormy as usual. For the lighthouse personnel the observation was a nightmare [dream]. Hundreds of reports of fliers. / A machine in the morning over Örnsköldsvik [Bay], at night at Härnösand.

Reports about the mysterious flying light came in on Tuesday from a great many places where people observed it. A reliable person at Örnsköldsvik, engineer [?] Linus HERNFELDT, heard at half past 7 o'clock in the morning a flying machine and could plainly observe both its faint glow [like fragas?] lights and a green light on the [front tip]. The machine circled five minutes over the town and disappeared at last in the valley [clef] between Asberg and Varvsverget. At 6 o'clock at night the populace in Blåsgon[?], north of Jorm in Frostviken, heard a flying machine which made a pass over Brattfjället[?] and disappeared in a southerly direction. Just before 7 o'clock two persons, whose reliability is said to be free from all doubt, discovered a strong light which moved hastily to the southeast. The light was tinged with red and moved in a circle over the Ljungaverks community and disappeared finally behind the mountain on the southern side of Ljungan. From the fourth air corps [it was found out] that none of its machines were at the time in question, in this area. About 100 persons, according to the Västerbottens Allehanda, have seen the machine in different places in the Härnösand area between 6 and 7 o'clock in the evening.

The pursuit plane from the air corps in Östersund has set up with a share of harshness during the search for "that flier X," with two machines put out of working condition for the time being. The solution to this [situation] has already come about, and for that second matter it is hoped that it will again be clear in a few days[weather]. As the aforementioned machine was searching the country around Årmarås, both motors happened to cut out, and it had to make an emergency landing. A new motor is on its way to the air field.

1934 January 11 () Manchester Guardian, p.

MISCELLANY / Old Story Readapted

There are reports from Helsingfors of what is described as a "spook aeroplane" flying over Northern Sweden and Finland. The ghost of an aeroplane would seem to be rather a novelty in the records of the supernatural; one feels sure that Headless Hubert and his pack of Spectral Hounds would regard the apparition as a most undesirable upstart. But ghost who came over with the Conqueror may be reassured; the machine may be new but its application is at least as old as the writers of adventure stories. The Swedish authorities have come to the conclusion that the "spook aeroplane" is really engaged in "transporting contraband spirits and drugs" into Scandinavian countries and that the tale of its ghostly activities has been put about merely in order to conceal the real business in hand.

And that, of course, brings the affair into line with one of the most grey-whiskered of all old "ghost" stories. How many tales of apparitions which have had their setting on the coast of the English Channel, have ultimately resolved themselves into a case of smugglers who provided the "ghost" in order to keep the curious away from their importations of "spirits" in [liquid] form? The "spook aeroplane," if used for that purpose, is scarcely an example of progress. It is rather a reminder that the wit of man devises new machines some-what more rapidly than new methods.

Also: Ye Monster Day by Day: Fytte III (Loch Ness) 1934 January 11 (Th) Svenska Dagbladet, p.3, last. (card 1)

Flier X carries out eighteen-year old Russian idea. / A connection from Murman (Murmansk) to the Atlantic. / Commission examining what the possibilities would be during a war. / NEW FLIGHT OVER ÖRNSKÖLDG-VIK.

The Svenska Dagbladet's report in yesterday's issue that the mysterious flying machine ~~is~~ is a Russian military plane, which at night undertakes exercise trips over Swedish territory, has received strong support in a statement by a Finland aviation expert. It may quite simply be the case, he said, that the Russians are resur-

recting an 18-year old idea of an aerial connection between the Atlantic and Archangel. In the year 1916 a secret Russian commission was busy with examining the possibility that an open aerial connection route between the Atlantic and Murmansk during the time when the Eastern Sea and Frozen Sea harbors were blocked by ice. It was a matter of the greatest military significance for the Russians to be able to open this connection during a war, and their need [explains] the opinion of the Finnish expert. That which now furnishes the sensational reports was itself reported by the commission. [This sensational report comes fr that commission].

The greatest difficulty for the earlier idea was that airplanes had such a short range of action and at that time [could] not take hangar ship [?], but already people came to make plans about the connection [which] were not impossible or too hazardous. With the present-day airplanes, however, explains all the flying experts, it is no longer at all impossible for Russian machines to start from Russian territory and after a visit in the northland mountain territory to turn back hom without landing in between.

It is not incredible that the Russians now have a hangar vessel in the North Atlantic, probably an icebreaker, equipped so that it could take up airplanes. Through it could the occurrence of airplanes in Tarna and Lapland and the rest on the Norwegian side be explained. People have also thought that the proper people [authorities] should have interest to let our fliers procure more detailed information about how they should seek out the northland works [industries] [who] in case of an outbreak of an eventual war first and foremost could paralyze northland industries through a well planned aerial bombardment. As people know from the Nobile tragedy, there was as on the "Krasen" a flying machine [aboard].

The Russians have experimented very carefully on the possibility to open safely an aerial route to the Atlantic, for the occurrence [availability] of all other routes besides that one would be blocked. It is [likely] for them to train fliers who in all weather could take themselves out to the Atlantic over Murmanbaran klf[?]. That people in Finland have not observed Russian fliers is explained best due to their route going over the vast wastes in the north. A thing which ought to be surprising is that the flier uses a searchlight, [though it is] believed that he would carry out his experiment in greatest secrecy; but it has always been impossible in the winter darkness to [see clearly] without it.

On the map you see that the route of the ghost flier follows exactly coincident with the Russian layout [Krasen] (from) during the World War. There it was opined that some secret landing [field] was established up in the Norwegian mountains or on some deserted place on the Norwegian coast on the way to make connection with vessels in the Atlantic.

A further and more remarkable circumstance to mention [is that of] the Finnish member of the secret Russian commission, the person who in 1916 led the Russian investigation, now [has a] position in the Russian diplomatic service. He is at present Russian minister in Helsinki.

People here take the position that [they are] altogether incapable of judgment [and] the Swedish report that the ghost flier could have smuggled spies from Finland. From highest military sources it is declared that we in Finland, however, do not have so terribly many spies, [and] that they should go towards the moon in a flying machine flying them from this place, and besides arrangements have been made for all spies to take this way to fly out of Finland [?].

Report about the search [given] today to the defense ministry. On Thursday the air force chief came to the defense ministry to deliver a report about the measures which the air force has taken to carry out the search after the mysterious flier in Norrland.

Major Virgin: "The machine's depot lies out from the land." (From our correspondent.)

ORNSKÖLDSVIK, Wednesday. The Ornsköldsaviks-Posten has turned to the air force chief, Major General E. Virgin to hear his opinion on the matter.

"We know [for all] practical purposes nothing about what reason [it] really moves about, but I do not believe that it is truly a liquor smuggler, emphasized General Virgin. It occurs to me that it should take a very strong effort to go against liquor smuggling by air, when customs officials have too small resources at their disposal to fight against ordinary sea smuggling [?]. I am also certain that it must be a question of more than one machine, but what the true case is, I will not venture to say. A flying machine must have some depot, and according to opinion, this lies offshore but cannot be found in Russia.

--Could it possibly be on the Norwegian coast or somewhere in the Gulf of Finland?

--Yes, it could very well be like that. Meanwhile I answer for myself that the flier is not really headed for Sweden but that this country is only passed by the flier.

--And theories about an eventual future aerial bombardment of Norrland industries?

--I do not believe such a thing at all," concluded the general. Flying light seen over Bøden. / Ornsköldsavik area thought to especially interest the flier.

On Tuesday night many persons observed a strange flying machine which in gliding flight passed in an easterly direction over Boden fort and city. The military officer in command for upper Norrland, Major General Reitersavård, reported, however, that it was unlikely that it was a matter of any machine. It is said wholly to be restricted to a report of one of the fort watchmen, who observed a suspicious light moving in the sky. Meanwhile no motor noise was heard. Many versions [of the report] were in circulation, said the general, which on closer examination showed themselves to be founded on particularly unsound observations.

The Ornsköldsavik area is thought to an especially high degree to have begun to be favored by Flier X. On Tuesday morning an observation became known of a mysterious flying machine over the city by an engineer, Hörnfeldt, and it was reported that other persons of reliable judgment observed the flier at Bäckfjärden. A light was seen and at the same time a loud motor noise was heard. The machine, which was thought to come from out at sea, descended quickly after a short pass and went down on the bay [fjord], [where] people could plainly see how the snow cover [?] of the bay was lighted up a good bit as by a search light. Thereafter it became completely dark again. Furthermore a person in No parish during the last three evenings between 6 and 7 o'clock saw and heard a flier. Finally many persons in Ornsköldsavik reported that before 7 on Wednesday evening a loud motor noise was heard over the city.

Mysterious machine in the night over Älvkarleby. A person in Upplandsbodarna reported on Wednesday evening that an airplane passed over Rotskar in Älvkarleby during the night. The landsfiskal has listened to twelve person who with one voice declare that a very strong motor noise was heard over the little community at the Dalälvens outlet at 11:30 o'clock Tuesday night. All of them are convinced that the sound proceeded from an airplane.

Whole village sees machine on Wednesday evening. UMEÅ, Wednesday. (TT) In Oltokken in Tärna two persons on Wednesday night observed an airplane with lighted lights. About an hour later came a report from Arjepplana to the Västerbottens-Kuriren that people there also saw a light pass. The whole village had come out and looked.

Lighthouse master Rutqvist at Holmögadda light explained that on Tuesday night he saw with a telescope the ghost flier circle-dance over Grossgrundet. He had the impression that the airplane was double-decked (a biplane). The machine came from Sivar and had passed Burträsk, Iärn and Norsjö with a starting point probably from the Mala area or the mountains in Arjeplog. 1934 January 12 (Friday) Svenska Dagbladet, p. 7.

Flier X goes back down [lands again] outside Norway. / Customs cutter directed to the place.

The mysterious "Flier X" continues its raids, about which nothing has been done, and people have not found [xxx] out the slightest thing about the machine's possible landing place far up in the north. This machine, which the air force sent out to hunt for the mysterious plane, still has not succeeded in turning up any trace. Defense ministers, who on Thursday called in reports from the air force aerial search announces that no reason has been found to take any extreme defensive measures. They [it] will wait for information which could come in the very near future.

The machine again observed in Norway. / It is alleged to have gone down along the coast in the vicinity of Rörvik. / (From our east correspondent.)

OSLO, Thursday. From Rörvik it is put in [that] a 9:30 o'clock in the evening people are reported to have observed a flying machine at Fjukstad in Vikna. The machine was going so high that people could not hear the motor. Shortly afterwards it was reported from Mr. Kvalög in Vikna that people there also saw the machine. It went not so high, though, and people could hear noise and see plainly the two lights. The information comes from a merchant (businessman), Sönderlund, who is a very trustworthy person. Somewhat later in the night your correspondent had a telephone conversation with Mr. Sönderlund, who reported that another person, Oliver Kvalög, saw the machine go down in the sea. People could see the light from the machine during a quarter of an hour. Thereafter people saw plainly that the machine lifted [died] and disappeared in the direction of Sörmannen. From Rörvik was sent immediately a call to the various [other] telephone station[s] in Vikna so that people would keep up a careful lookout for the machine.

Directly afterward, about 10:30 o'clock, came in a report that the machine had come to Sörgjeslingan at 9 o'clock and that it went down on the sea at a place called Sleipkjäret. The customs cutter Ornen, which came to Rörvik at 6 o'clock in the evening, had been notified and was able almost immediately to go out to Sleipkjäret at Sörgjeslingan. From Nörøy in Vikna is reported that a flying machine was observed there on a course toward Sörgjeslingen, and in about 20 minutes people saw it there. The rest of the communicated information agreed. 1934 January 13 (Sat) New York Times, p. 3.

Secret Night Flying Is Laid to Russians / Finns Believe Trips Over Northern Scandinavia Are to Seek Atlantic Outlet. / Wireless to the NYT HELSINGFORS, Jan. 12.--The riddle of the mysterious airplanes that almost nightly for two weeks have been flying across the northernmost parts of Sweden and Norway to the Atlantic coast, causing attention over the whole of northern Europe, is believed here to have been solve by a Finnish expert.

He discards the popular theory of "ghost aviators" engaged in smuggling liquors and drugs on a large scale, and asserts the aviators are Russians in the service of the Soviet Government, who have been entrusted with the task of exploring a new and important air route between Russia and the Atlantic in order to enable Russia in case of war to maintain connections with Western Europe and America.

According to the Finnish expert, the Czarist Russian Government during the World War was anxious to establish such a route, but failed. He suggests that the proposed Russian route lies between Leningrad, Archangel, Murmansk and the Atlantic, and that the Russians possibly have stationed a mother ship in Arctic waters. That would explain why the aviators are never seen landing in Scandinavian territory.

Mon. Jan. 29, p.6--Sweden to Sift Air Mystery. / Wireless to the NYT. STOCKHOLM, Jan. 28.--The "phantom" fliers over Sweden and Finland were the subject of interpellations in Parliament today, and the government ordered an investigation by the Swedish Air Force. The nationality of the mysterious airmen is not yet known, but it is generally believed the aviators are bound on Soviet test flights to Arctic ice-breakers.

1934 January 13 (Sat) Svenska Dagbladet, p. 7. (card 1)

Flier sightings are mass psychosis, ~~he~~ believes Virgin. / Haparanda customs [officials] reports confirm however that flier X exists after all. /

HÄRNOSAND, Friday. (TT) The air force chief, General-Major Virgin, has ~~repeated~~ spoken about the mysterious aerial visitor which is believed to have been observed in different places in Norrland. It may be taken as a fact, declares General-Major Virgin, that a strange flying machine was observed over Västerbotten for some time lately. ~~XXXXXXXXXXXXXXXXXXXX~~ This was so in spite of the fact that nothing is remarkable about the fact that an airplane with proper markings has the right to fly over Swedish territory. It is a common mistake that such things do not happen. Only the vicinity of fortresses constitutes an exception [to free flight].

Major-General Virgin found it strange that this misconception about the appearance of airplanes arose with the direction [because of] the more or less mysterious light which people believe they see in the sky. It must be clear to each and everyone that it was [would be] pure childishness for a flier who ~~is~~ [knows] anything about telescopes to incessantly appear above thickly settled country with searchlight and lights in full view. It all must indicate a rarely occurring mood of panic and mass suggestion which has [disturbed] the reason of the Swedish people to react in the presence of such mysterious stories. It is quite clear that the sooner this mass suggestion disappears, the better.

A motor cutter still shall search.

The customs cruiser Ornen returned tonight to Rörvik without having picked up any trace of the machine.

Just after the "Ornen" came back five men who work on a ship in the harbor saw the mysterious flying machine between Grinna light and Värövsund [sound] at a distance of about eight kilometers. It carried three lights, one red, one green and one white. Plainest to see were the red and white ones. Motor noise was heard plainly. One of the men hurried to the "Ornen," aboard which a crewman also heard noise from the flying machine. A moment later the machine disappeared behind Rymsödden, but the motor noise was heard for an hour. The motor cutter Norland also has now come to Rörvik and will take part in the investigations.

District Surveyor of Customs' observation is something to hold onto.

On account of district surveyor of customs Ström's report in Haparanda to the county government in Luleå of the appearance of an airplane moving over the vicinity of the border town, county secretary [?] Sundberg declared that no positive results had been extracted by the investigation, which on the initiative of the county government was undertaken by one of the landsfiskals in Norrbotten, within whose territory the [supposed] ghost flier has been observed. The first report, which really was something to hold onto, and which indistinctly pointed out that the mysterious machine really carries on its activities even here in the country, is, continued the county secretary, the report which I received last night from district surveyor of customs Ström in Haparanda.

Ghost flier once again seen in Norway.

In Isfjord at Andalsnes was observed on Thursday a flying machine, which at high speed and great height disappeared towards Romsdalsfjord. The machine was observed by many persons and the [floating motion] of it was well seen. It is likely that the movements [were those] of the [supposed] ghost flier.

1934 January 14 (Sun) Svenska Dagbladet, pp. 3,14 (card 1)

Rörvik the ghost flier's base. / Two airplanes observed on Saturday. / They went down in the islands [Skärgårds] outside Rörvik. / Customs officials have had luck. / The one crosses [the lake], the other on the ground[?].

Two of the mysterious flying machines which haunt the northern borders of Sweden and Norway is said on Saturday night to have gone down in the vicinity of Rörvik, a Norwegian fishing village [place] which lies on about the same latitude as Skelläfteå. At 7 o'clock in the evening, one landed in Kvalsundet [sound] at Conj Vikna, and the other a little while later went down at Oksbosen in Flatanger. So soon did the news about this reach Rörvik, the customs cutter Ornen set out in order to investigate. In the crossing a man from the state police followed as well. When people many days before saw the flying machine in this area, people believed that the ghost flier had its base in the islands [Skä skargården] outside Rörvik.

The Svenska Dagbladet succeeded later in the night getting in telephone contact with farmers in Rörvik, who reported at a time of 8:30 when the Ornen went out. ~~It~~ [is] opinion was that it should first go to Kvalsundet and then to Oksbosen. Meanwhile it came no farther than the area of Kvelpspår, where it ran aground. Assistance was requested from Rörvik, but the rescue steamer stationed there had boiler damage and therefore could not go out. Instead a fast motor boat was sent out. The Ornen succeeded after several hours in being able to break free by itself, but sought the harbor, since it received some damage and examined it closely[?]. Whether the police sent out got over in some other boat and continued out to Kvalsundet, the farmers did not know. People have not heard anything at all about it.

The machine which went down in Kvalp Sound was observed from many

places in Hamdalen. People heard motor noise and saw a light against a mountain crest, at which moment the machine may have landed. If it remained, no one knew. It is possible that both one and the other which went down at Oksbosen returned separately. People have seen the mysterious machine also earlier in this area, and last Friday the "Ornen" together with another customs cruiser, Nordland, were on the look-out. The "Nordland" sprang a leak and sailed in. The cruiser had to be run aground to keep it from sinking. The crew, six men, went over to the Ornen. Later a salvage steamer came to the place, stopped the [hole in] the "Nordland" temporarily, dragged it from the ground and brought it in to Rörvik, [all of] which happened on Monday.

Night flier seen in Örnsköld Bay.

Ninety percent of the reported observations of a flier X moving in Norrland are surely pure suggestion phenomena. According to what the Svenska Dagbladet learned, peopled at Örnsköld Bay are said meanwhile to actually have seen a flying machine night before Saturday [Friday night]. A person who sat at home and read, heard motor noise, extinguished his light and ran over to the window. Then he [was able] to see a flying machine at a right low altitude outlined against the lighted night sky. The machine carried no light, but the contours of the plane's body were plainly outlined, though no details could be discerned. The plane left swiftly in a northerly direction. The observer in question immediately awoke his wife, but before she [reached] the window, the flying machine had already disappeared.

Observations are confirmed by many persons [who] all perceived a sound from a flying machine at the same time of night and also hurried over to the windows but without seeing anything. Among these [people] in question is found one person with skilled judgment about motors, who [is] automobile inspection engineer Gösta Westman, who with his extensive activity in the automobile department [perhaps] ought to be able to distinguish between the sound of an airplane motor and an automobile motor. "I am fully convinced," said engineer Westman, that it was a flying machine I heard, but the view from my window was especially limited, and when I hurried over to the window there was nothing I could see [?]." Major von Forst in Östersund reports on inquiry that the machine could not have been any army flier. Venerström gives new instructions.

Provincial Governor Gärdes' telegraph to request search assistance from the air force on Saturday [received] close consideration within the defense department. State Minister [?] Venerström commented this morning on a notice from the Svenska Dagbladet on a report from Haparanda which caused the provincial governor to propose that what happened was reasonably uncertain [?]. Later in the day the state minister reported that the air force had made a certain further directive. Who this went out to, he [regarded] as unsuitable to speak of, however.

That light, which district customs surveyor Ström in Haparanda saw Thursday, is said by other persons in the place to be a [mis]interpreted star.

--It must have been a flying machine, said the district customs surveyor when the Svenska Dagbladet asked him about it. I sat in the middle room in the customs yard [house]. It was 5:15 o'clock in the ~~XXXXXX~~ afternoon, when a loud motor noise reached my ear. I went to the window and [due] westward saw a light moving in the air. I didn't see the machine itself--it was too dark and the distance was very great. I imagined meanwhile that the light came from the stern light on the machine. Five other revenue officers were summoned, and they had the same idea [about it] as I. What is more, I rang up Kalix, and there the customs officials also had seen the light from the flying machine.

--Did people see anything on the Finnish side?

--No, I have just been over and talked with several persons in Torné, but no one there has seen any flying machine.

Conference in Oslo on the ghost flier.

OSLO, Saturday (TT). Yesterday a meeting took place between defense minister [in the cabinet] Kybro and Commander-General Laake concerning reports about the mysterious flying machine appearances. The conference resulted in its [members having] had their attention directed to the matter and took the measures the situation required. What these measures provide, the general would not speak about. General Laake has said that if the reports of the flying machine are correct, it is likely

1934 January 15 (Mon) Svenska Dagbladet, pp.3, last p. (card 1)

Ghost flier's radio signals heard in Norway. / The machine passes a place outside Ureå. / "Sputtering" from motor plainly made out. /

The air in the country where the mysterious ~~fix~~ airplanes are observed was barely favorable during Sunday for their expeditions, and they seem to have kept still. In ~~XXXXXXXXXX~~ any case no reports came in from Norrland that it was observed again. On the other hand an additional pair of reports have since been sent in about a ghost machine flying over Norwegian territory on Saturday evening, which passed over Hitra at 2 o'clock at night on Sunday. As usual with lights burning, and now could be perceived motor din as well. At the same time the radio picked up certain mysterious signals. A later observation was reported from Bjurholm, several miles west of Ureå. A machine had already passed over the area on Tuesday and then was heard plainly a series of reports from the motors.

Airplane goes down outside [near] Kristiansund. / (From our correspondent) TRONDHEIM, Sunday. From Opdal it is reported that two reliable men at 7 o'clock on Wednesday night observed a light which doubtlessly issued from an airplane. They saw only the light, and heard no motor noise. The flier disappeared in a southerly direction. From Hitra it is reported that an airplane was observed at 2 o'clock at night by four credible men. The airplane followed the usual flight line southward. The men saw the machine itself ~~XXXXXXXXXXXXXXXXXXXX~~ with

Two lights (?), a green side light and a strong stern light. Likewise a weak motor noise was heard. Signals which the flier sent out were picked up on the radio.

From Kristiansund it is reported at 11 o'clock on Wednesday evening three reliable men in Kristiansund observed a peculiar light in the direction of Stavnes lighthouse. There were three lights, which by all judgments came from an airplane. One was made out to be a bright searchlight while the other was white and green. The lights moved in a northeasterly direction and disappeared at sea outside Grip. At 4 o'clock this morning a group of people observed a mysterious light which went low in the sky between Fröja and Tustna.

The customs cruiser Ornen, which yesterday ran aground, has succeeded in taking itself loose by its own engine and has returned to Rörvik. The vessel had not suffered any injury. The customs cruiser Nordland has now been stocked with provisions and went northward Sunday morning to go into the Crepairing ship, dock). Eight "shots" from the nightly flier. / "Flier X" passes Bjurholms parish with backfiring motor. / (From our correspondent.)

UMÄ, Sunday. During the past three days no reports of ghost fliers have come in from any area of Västerbotten, so people had started to think that their activity in this area had ceased, at least temporarily. It may be due to the onset (passage) of the unfavorable weather, the storm and abundant snowfall has made aerial travel somewhat risky.

From Bjurholm has come in a report that a man on Tuesday saw a ghost plane fly over the parish. In one village it was [stated] that people heard eight reports discharge from the machine. With greatest probability the observer confused the reports from the motor, which arose through the "sputter" which occurred when the machine went in a gliding flight, with a backfiring motor. What interests the observer in this matter is the clearly formed indication for accepting as correct that what passes is an ordinary [i.e. mortal] flying machine.

1934 January 15 (Mon) Svenska Dagbladet, p. 4 (ed.) (card 1)

The Unknown Airplane.

While the first reports came in about the so-called ghost flier over Norrland, expert opinion appeared to take its place on the skeptical side. A flier, which principally appears at night and which makes landing attempts up in the middle of the wastelands, represents something so fundamentally strange that people first took any other supposed explanation for the observed luminous phenomenon, before it became the strange aerial visitor (in earnest). Since then so many confirmed observations have been reported that no doubt is any longer possible. A great part of what has come in certainly could be written off as fantastic alarm accounts, but what remains is sufficient to convince even the skeptics.

The past seems to be that there are really many airplanes repeatedly making passes over the southern Lappland mountain area, especially the vicinity Tärna-Sorsele-Stensele, and it is further strongly believed that it also travels the coast where there have been observations as far north as [the vicinity of] Haparanda. Corresponding observations have been made on the Norwegian coast. The flier has set out somewhat along the parallel where the district between the Atlantic and Karelia are shortest.

To get any clearer understanding about the purpose of the flier has proved unfeasible. From both the Swedish and Norwegian sides attempts have been made to come in closer contact with the mysterious flier but (without any) results. The Norwegian customs vessel which was sent out has been pursued by unparalleled bad luck, and on the Swedish side there have not been observations over and above what the local people have been able to make (?). People at this time ought to pause to remember that no other coercive means remain at our command (?).

Were it a strange civilian flier with nationality markings on his machine, he would have full right to take his chosen flight over Sweden, provided he did not pass the forbidden zones of fortifications. Were it a military flier, (in that case it would be a different matter), but it cannot really come into question that from our side it sets out to attack (our own fortresses). What under favorable circumstances can be established is its nationality, and with luck, by one way or another, procure knowledge of its mission.

The method which lies nearest to hand for obtaining this information ought to be a ration through-search of Norrland by the air force. Such attempts are recommended for other places, since it is said even that the cost need not go to any great sum. The opinion seems to be that all fliers should set out with the purpose to spy out and locate the uninvited flying guest over the Lapp mountains. Can this purpose be carried out by and large?

The difficulties are considerably greater even than most people realize. To begin with, to send out all Swedish search planes is out of the question (unreasonable). Their greatest range is 160 km at a time, and probably the foreign flier is technically better equipped. Before the Swedish search planes had reported in and made themselves ready to set out [again], the chance to do anything worthwhile would surely already be past. The searchplane with the greater speed should have the better prospect, on the other hand. But the plane, which is of the Jaktfalken type, could; though its construction is Swedish, it is not supplied with skids and is consequently useless for flying in mountain areas. The searchplane which Sweden owns in another type, could well enough do the job, though the task is so extensive that the "busted" Norrland couldn't succeed. [Furthermore] personnel in training for night flying are useless for very extensive night search undertakings. For the rest even the equipment question is very troublesome. So much can be shown about this, that it is not merely a matter of money when satisfactory equipment for the necessary number of airplanes offers an unsolvable problem. With respect to all this

must it be certain that the whole flying capacity during the present limitations is not in a position to go on a careful through-search of Norrland as would be required to solve the ghost flier riddle. This judgment is overwhelming and cannot be disputed.

As a background to these limitations appears the state political bill (passed) against the air force as the right explanation. Yearly State operations proposals, quarterly estimated, are very characteristically kept quiet. Under the rubric of "[?] cost for procurement of air material etc." shows as a regular budget of 1,614,900 kr. The air command (hoped) in August that the sum for the budget in 1934-35 might amount to 4,085,000 kr. The defense minister said, "With respect to the state budget (situation) I do not think I could approve, that for the [?] cost of procurement of air material etc for the next budget to show a higher amount than 2,100,000 kr." Is it surprising that the air force has stayed so long at this level, which was set firm in the last defense plan? The air force also has an ordinary (regular) grant for air material, out of which all compensation for sea damage shall come out. Next year this fund will expend 2,252,000 kr. The air [ministry] requested a raise to 3,987,000 kr. The defense minister, who knows that sea damage was increased a mere 150,000 kr., still cannot recommend a higher fund than 2,250,000 kr.!

Because of this funding politics Sweden has an air force which on essential points is wanting. If it should be [expected] from this unforeseen situation [to get out] in the middle of winter nights to search through Norrland on a hunt after some unknown aerial vagabond, then the air force is in a position to accomplish the following. It can under normal circumstances undertake tactical and strategic searches and to a much more limited extent take military action by means of pursuit planes. The limitation is settled by the scarcity of airplanes. But the central offensive (force) which carries out aerial bombing is every bit left out from the Swedish air force scope of activity. It is still in fact completely without any bombers. It strikes us that airplanes are necessary if the air force is to be able to carry out independent operations. Weakness depends only on material deficiency, and responsibility rests solely on the funds-granting authorities.

Not far from our land lies Soviet Russia, which for years has put mighty sums into air force building and which according to information commands the world's most skillful airplane constructors. Whether the unknown Norrland flier is of Russian origin or not is uncertain, but irrespective of that, witness those appearances of technical equipment and flying skill which at least in the aforementioned reference leaves our air force far behind. In the modern way of conducting war, who has possession of an air force comes to be a matter of greatest significance.

Sweden is dangerously falling behind in worthwhile aerial defense, but this deficiency can be remedied without all too great a cost. The episode with the unknown Norrlands flier comes, if chances are not favorable, to remain as an insoluble problem. But it ought to be a warning and thought provoker for those who have the responsibility for the modern Swedish defense policy.

1934 January 16 (Tues) Svenska Dagbladet, p. 3.

Occultist exposes the ghost flier. / Defense minister gets information from [spiritualist] medium.

Mr. minister and chief of the defense department received on Monday an (in some respects) highly remarkable visit in connection with investigations of the so-called ghost airplane. Already on Sunday the ~~defense minister~~ had sought to obtain a meeting with state minister Vennerström in order to make delivery of his most significant and most urgent information about the matter. When he on Monday had occasion to visit the defense minister's official office, ~~for~~ himself that the informant was one of the city's most famous occultist. He had gotten his inside information through a [spiritualistic] seance, which hardly can surprise anyone.

Minister Vennerström received a detailed relation. He is said however not to have thought for the present (that he) ought to carry it further, which will not be any surprise either.

1934 January 16 (Tues) Svenska Dagbladet, pp. 3,20 (card 1)

A PHANTOM / Chase in Norrland? / ~~Many~~ Pure mass suggestion, people should now believe. / Many wide-eyed stories corrected and contradicted. / RESULT OF A CRITICAL EXAMINATION. /

HÄRNOSAND, Monday. Norrland during a month and a half has only lived for one reason, the ghost flier. Wherever two or three people meet the ghost flier has been on everybody's lips. The Norrland heavenly mystery has overshadowed everything else. Far up in the murky uninhabited [regions] without a village, without [even] a distant homestead, without a cottage or lumberman's shack, where man is unknown, there flies a strange, daring and extremely skillful ghost flier over the desolate treetops. The mystery, which otherwise brooded [pregnantly enough] over midwinter settlements in upper Norrland, has brought forth a phantom whose rumbling motor soon [declared itself] in every Norrland village and whose jaunty light flashed over well-nigh every mountain crag, where sightseers gather at the new witching hour (spooking time), 5-7 o'clock in the afternoon.

What is it people see and what is it the Swedish military fliers hunt now with risk to life and equipment? The ghost flier is the answer. But [by] now it has gone on so long that people have to ask themselves if it ever existed. There is in every case [of] short glimpses the probability that it appeared over Swedish during the past fourteen days. The investigation our correspondent carried out sets it beyond all doubt, that people here only have to do with a gigantic [case of] mass suggestion, but now with any flier. It should be about time to stop this hysteria before it costs more money and before all, before it costs men's lives. [We have clearly had a narrow escape.]

The Swedish flier unfortunately is not at all equipped for night flying and besides lacks any air bases in mid-Norrländ.

It can be observed that the reports were vague, that it was always under perfect control whatever happened in the area in question(?), and it might not hurt for people to clarify for themselves how depopulated Norrländ is [still] a possibility for effective encroachment on the part of the air force. But this does not likely affect anything (?) which shows itself to be mass suggestion.

The supposition of a ghost flier doubtful.

Even the supposition of a ghost flier is in a high degree doubtful. Nightly espionage, often in driving storms and blizzards, over entirely deserted mountain barrens for nearly two months a time from a flying machine which drives around with a pair of side lights and a stern light and now and then takes a trip over a town where a hundred passers-by observe it and hear it, ought, one would think, even from the beginning to have been assigned to the fantasy world. If the purposes of a flying machine like that are an absurdity, the reports are not much better. Examine them closely and you find hundreds of equally incredible observations from two-thirds of the country.

In the investigation our correspondent carried out about the first definite evidence for the ghost airplane's existence the man certainly met a string of contradictory reports, but the pervading tendency is so plain that there scarcely can prevail any doubt that the hunting ought to cease. It is namely [definitely] neither a ghost airplane or a Swedish military plane, which [should] settle the matter [but not for] the public itself, [so it seems!], [So great is the circumstantiality of all this that it is said] that 99 percent of the reports do not stand up in the presence of a careful examination. The question ought to be if we should say 99 or 100 percent.

The confrontation with the mysterious flier, which our correspondent went through in the area of this village recently may be indicative of the ghost's character. For some time since the populace in Häggdängers parish reported that the ghost flier was seen there for a second time. This visit established that it sank in [imitation of] Sirkus. Early in the evening another village saw Venus vander toward the horizon "like a torch now swinging over the horizon." In Härnösand the planet Venus was observed several days later by a hundred persons. Most of them and among them engineers and other people of good judgment, declared with positiveness that it must be an airplane moving about. With the assistance of astronomical experts it was possible to establish that it was Venus people had seen.

First wide-eyed relations exaggerated.

We are called upon meanwhile to speak about the first [sightings], from which statements the whole ghost flier story built up. The first observer of the mysterious false light was a ranger (forester) Gunnar Ågren in Sorsele. At the end of the month of November he found himself up at Lake Fjora fields on a service job. During the course of several weeks he saw the light a total of four times. He stated frankly that the light looked like the light from a star. It appeared every time between 5-7. The times he observed it, it moved over a mountain. He had the impression that this movement was irregular. It can be mentioned that at the aforesaid observation in Häggdängers people also declared with certainty, that the light people saw moved irregularly. The light appeared in the northwest. It moved considerably faster than a star. Meanwhile Ågren did not perceive any motor noise, and believes that one of the evenings when he observed the light was starlit(?) and he could see nothing of an airplane body but only a light. On returning to Sorsele he reported his observations in a companionable way and suggested the hypothesis that it could have been an airplane. It was not his intention to forward the observation to the press, but after several days the newspapers nevertheless picked up the matter. There are reports found there, declared Ågren with certainty, which he never gave. His reports had been exaggerated to a serious degree.

Many persons who saw the light at the same time as Ågren thought equally readily that it could move about in the heavens [could move like a heavenly body]. The very beginnings of the ghost story was thus already considerably deviant from truth.

Concerning this and the following light-observations it deserves to be pointed out that Major G. Lunding, officer in command at the Hansö fortress territory, declared that it hardly can be thought that an airplane light could be sighted from the ground without the motor's noise being picked up at the same time.

Once again [sharp eyes] find an entirely new mystery.

The witness, forester (ranger) Carlsson in Sorsele, who also added to the first report, declared that for his part [there was little to come by, evidence-wise]. Seventy percent of the observations, he acknowledged were learned to be mistakes, and the whole thing has become an unprecedented exaggeration. He himself has heard only a noise from the sky. Forester Carlsson will declare ranger Ågren's observations of the sort that, if people would now abandon the ghost airplane theory, they would see it was a reflection of an automobile headlight he saw in the sky.

News vendor (?) Olof Hedlund in Vilhelmina is one of the connecting himself

[key] links in the evidence for the machine's existence. He found in Sorsele the day before New Years Eve [evening?] for [the sake of] inventorying a Pressbyråns stand [kiosk]. He maintained continually [still] at the same time with our correspondent that he saw an airplane which he took to be the flying ambulance from Boden. He stayed in the stand [store] in Sorsele till just before 4 o'clock a.m., and then he stepped out, saw a machine which came at 400 meters high without lights and with the motor shut off. It made three passes around the stationhouse still with the motor shut off and later in this gliding flight went out toward the north (?). This evidence should be the strongest, as one of the better observations of the plane's body. Hedlund says himself that(?) during a whole quarter of

[an hour] he observed the flying machine in the moonlight it was able [during this time to keep itself in the air without [running] the motor. He could not [get over] how great a part of the heavens the machine moved over. The evidence clearly has only to reckon with whether the motor really was shut off, because a station man who was who was in the vicinity declares that he most certainly should have heard if an airplane motor worked at that time. A postman, who was out at the same time and concurred with Hedlund, without any of the morning observations being mentioned, made the same observation. Since Hedlund's evidence falls from a clear technical impossibility, that the machine probably should have been described as falling in its flight (?), is a little matter to be reckoned with. Our correspondent's asking how Hedlund—he has exercised with the air force—thought that the machine could keep itself up in the way he described, he answered short and to the point that it was a "mysterious" business.

Venus taken in Haparanda for an airplane light.

The last binding link in the chain of evidence considered worthy is the observation of district surveyor of customs in Haparanda. He tells he heard a machine over Haparanda town at 5:15 o'clock and then together with several customs men he saw a stern light and heard motor noise. The first person, a customs overseer who called in the district surveyor, threw doubt on whether what moved here was an airplane. The observations were thus dubious from the start.

Our correspondent has [expected this to be the solution] and informed persons in Haparanda about this matter. Fire Chief J.O.

Råthfjell declared that he hardly believed in this ~~strange~~ thing. Nobody had observed an airplane over the town in spite of [the fact] that it was supposed to have appeared at midday. When the fire chief reached the place for observation, people had stood and watched the phenomenon for fifteen minutes. A whole lot of the observers thought in fact that what it was, was Venus. Everybody there said that what passed here the other time was a heavenly body. The phenomenon was also seen here at the same moment as at another place. Hr. Råthfjell informs us also that he made an automobile trip to search in the Kallix area following "airplane observations" and he himself came to the conclusion that they all had nothing to do with any airplanes. People in all the areas he visited had confused the evening star with an airplane light. The fire chief did not discover any men, outside the customs men, who made the same observations as those in Haparanda. Indeed he has seen the "ghost airplane" himself and came to the conclusion that the whole thing was a mistake.

No one in Haparanda has seen the body of the plane.

Apothecary Bergner in Haparanda declares also that neither he nor the apothecary personnel came in contact with anyone who will bear witness to observing the airplane. His audience in the apothecary after the observation has concurred with the district surveyor of customs and thereby regretted that no one hitherto chanced to see the body of the airplane. The apothecary lies about 300 meters south of the customs house. At the Stadshotel in Haparanda neither has anyone seen nor heard an airplane, and people likewise have come into contact with few persons who believe they witnessed an aerial visit over the town. It is clear from what goes out from here, that the Haparanda link in the evidence [is broken]. Two military planes meanwhile have flown up to the latest ghost district today.

By reason of this investigation people may with impunity (believe) [accept?] that the ghost flier plays out its role in Norrländ. By this material evidence at hand people can most likely not build up a tenable theory either about spying or smuggling flights. Had a flier passed Lappland, which has not been flown [over] many times, then these observations could be made, and even if he would reveal himself, it would not thereby as a matter of course increase [evidence for the reality] of this daily hallucination(?). It is really easy to dismiss as well the other possible reports from wilderness areas of other parts of the country as a fragment out of a mass suggestion, which in the question of duration and intensity [there has certainly never been the like of this] Norrländ mystery story. In closing it can be added that people ought only to make themselves more skeptical about the whole thing, [and these] reports of new sightings would quite cease to flow in.

Ghost flier over Lycksele yesterday? / A driver asserts he plainly saw the machine / (From our correspondent.)

UMEA, Monday. For the first time in several days has one of the Flier Xs appeared on the southward side, this time over a Lycksele country town. At 3 o'clock this afternoon, according to the Västerbottens-Kuriren, a driver, Vilhelm Fjellström, observed an airplane going at about 1000 meters altitude on its way down the coast. The machine could be plainly seen in the prevailing daylight and ~~the~~ the observer believed the machine was a biplane. Meanwhile at this distance he could not see any badge [identification] or any markings. [As far as motor noise goes], he discerned how the engine sputtered a couple of times. The newspaper has verified that no known airplane passed over this above mentioned area at ?

1934 January 17 (Wed) Svenska Dagbladet, p. 12.

(card 1)

Is the ghost flier guided by shortwave? / Nordlundsbo (village?) intercepts a message: "Go down to the sea and stay at Niskallha."

Reports about the mysterious ghost flier have done anything but become scarcer than before. Every day has produced a couple, which it appears, mark reports of new observations on both sides of the national boundary. A witness report which on the Norwegian side is given great significance, was made by a [female] teacher outside Rorvik, who called out the yard crew in order to have more witnesses. The most notable information—if it is in fact correct—comes from a worker outside [from] Nordmalig who in the past weeks says early in the morning he had intercepted a message in broken Swedish. It went out to a plane ~~directing~~ to direct it down on the water in a certain

place to "hide something." (?)

A workman, whose name is Hjalmar Hedström, living on the island of Norrbyskärr, off Nordmalings, has reported to the Västerbottens-Kuriren that on Thursday morning of last week immediately before 5 o'clock he happened to tune in his radio and then came in contact with a radio broadcast on the long wavelength which sent out the following communication in broken Swedish: "The sea is calm, two degrees warm, so you can land on the water and stay [if you have to]. Return at quarter till 8 for further communications." In addition it accounted for the direction of the wind and conditions which the listener however was unable to remember. At the announced time for the later communication the same word was picked up by Hedström's father and a neighbor. On Friday morning Hedström attempted again to make contact with the sender. It happened that this time the communication was so weak and indistinct that words could not be made out. Hedström however was of the opinion that it was the same sender [transmitter] which he had [contacted] the day before.

Many persons on Monday of this week are said to have observed a bright gleam of light at sea outside Norrbyskärr and it is asserted as well that some also heard motor noise.

A [female] teacher [from outside] Rörvik sees the light move back and forth on the Norwegian coast. / (From our correspondent.)

RÖRVIK, Tuesday. Teacher Miss Martha Megard observed at 6 o'clock in the evening a light which moved over [her] house [in] Vikestad, circa 6 kilometers from Rörvik. She summoned the household people at once, whom also took notice of the mysterious light. It moved in a northwesterly direction and thereafter back and forth. People saw a varying red and green light. Miss Megard and a boy from the house climbed up to a nearby high place and there saw the light plainly. Sometimes it moved with great speed, sometimes with less. The light moved back and forth, and after a short disappearance behind [Mt.] Borgarfjellet, then [moved] out to sea. City policeman Konstad thinks that this is one of the most important reports which have come in about the matter.

1934 January 18 (Th) Svenska Dagbladet, p. 13.

(card 1)

Aerial searchers do not doubt flier X. / Man has [had to] follow it this way through long distances (!). / THE CHASE SUSPENDED / (From our correspondent.)

ÖRNSKÖLDSDVIK, Wednesday. The ~~xxx~~ chase for the Norrland phantom has been suspended. According to what our correspondent gathered, [members] of the Fourth flying corps which during recent days carried out the search for the ghost flier and its air base in the Västerbottens mountains, have received the order to break off the work and return to Östersund. The machines are expected to arrive there today.

That the mysterious ghost flier really exists can be thought to stand beyond all doubt, emphasized Captain Zachrisson, chief of one of the search parties from Östersund, which went out to search [in order] to come to grips with the flier X mystery.

He is certain, as [shown] also from the emphasis he placed, that in all probability the evening star and atmospheric phenomena played an important role in many cases when people thought they saw a "ghost flier," but this reason still cannot explain away much of the significant evidence at hand [about] peculiar things [from] reliable persons. In some cases people actually have been able to follow the ghost flier a very long way, to judge by the news a reporter showed him, and even if secrecy never loosened and the ghost flier never lets us know who he is, people can still never [escape the fact] that he or another [machine] has for a couple of months' time amused himself to fly around over the northland boundary territory.

--To which of the many theories on the origin of this dark affair does Capt. Zachrisson subscribe?

--To none of them, really. When you don't know what you should believe, it's sure you won't beat your brains out too long. This much I can say, however--that in the beginning I was convinced that it was the activities of liquor smugglers, but since the traffic continued some bit, why people must inevitably see that no smuggler can find it an economically paying [venture] to fly night after night over the country's most uninhabited areas for the sake of some paltry barrels of liquor.

A skillful flier and unparalleled daring.

--And theories of a flying photographer?

--It is naturally possible at nighttime, but I am not able to comprehend why a strange power should put itself to so much trouble to attempt in an illegal way to make an aerial map over the country, when as a matter of fact we have such excellent maps which we have made accessible for those who will buy them, and on the level and entirely out in the open. Whatever you believe, you have to admire the flier's skill, because many flights there surely must have been, [and] they are not only skillful but also unparalleled in daring, because flying up in the Lappland mountains with quick changes in wind conditions is not child's play during winter, [as we know too well].

--What does the captain believe about the Finnish theory that the Russians have been engaged in setting up a connection with the North Atlantic?

--Yes nothing is impossible. The Russians, according to what [is said], [have worked] especially so long on the question of flying and have laid down great expense to get out first-class equipment. Already during the world war there was experience enough to [make] skilled pilots and it is so possible that now there is no longer any doubt. A direct flight from some point in Russia to the northern coast is naturally not impossible. It must only be remembered that people can fly over the Atlantic, but a depot vessel must in such a case if stay somewhere on the northern coast, and it is of course remarkable that it has not been found, if the new theories are right.

--It has [been suggested] that if an aerial route should be [es-

ablished] over this area the authorities would not have need to persist as long as they actually have! (?)

--[I don't know anything to contradict the theory], concluded Capt. Zachrisson. It is only necessary, I think, that there should be trained as many people as possible for this special information. It is in every case tragic that we cannot succeed in exposing the ghost flier during this search. It has been an appropriate [job] for us to establish whether the flier has any depot on land or not, and [so far as] we could find, such has not been the case. Sheriff's officers see flier X after Venus goes down. / (From our Oslo correspondent.)

Oslo, Wednesday. From Høsjøen is telegraphed that sheriff's officers in Vik yesterday evening at ten minutes before 7 observed an airplane which passed in a southwesterly direction. Venus had then gone down, so that confusion with this star must be thought out of the question. Also sheriff's officers in Bindelen say that all the people in Holm and Helgeland as well saw the airplane at the same time going in a southwesterly direction. An hour and a half later the machine was seen coming in a northeasterly direction. Jumping Venus is the ghost flier--believes everyone. / (Special to the Svenska Dagbladet.)

BERGEN, Wednesday. The mystery surrounding the mysterious airplane in Nordland and Trøndelagen has shown itself to be a pure farce. The ghost airplane has, according to the captain of the "Dronning Maud," been exposed as Venus. ~~xxxx~~ Through careful investigation and sound thinking the captain himself could ascertain this with certainty. On ~~xxxx~~ Sunday evening the star was observed carefully in Trondheimsjarden, says the captain. It went down in a cloud and brought to mind an electric arc light. The star was going down and stood only 15 degrees over the horizon. While we expected that the star would disappear, [we] saw it go out as if it suddenly made some [sudden pitch], and if we had not kept track of it daily, then the three of us on the bridge would have been willing to take a oath that it was a flier which went down. Thus it all reduces to a strange optical illusion, the same illusion which has been taken for the ghost flier observed.

1934 January 21 (Sun) Svenska Dagbladet, p. 11.

The "ghost light" a delusion which grows ever worse. / Fantastic reports from three Norwegian farmers. /

That mysterious ghost light--it is perhaps no longer worthwhile to speak about a "ghost flier," since it is no longer known what it is--continues to get itself talked about.

Thus it is reported from Sundsvall that a man in Edsikers village in Ljustorp, Madelpad (!), at 5 on Saturday afternoon observed a bright gleam of light which quickly moved to the southwest. Almost all the inhabitants of the village were on their feet in order to get a look at the phenomenon. Furthermore there was also heard a distant noise, which was "like motor noise from an airplane!" After a quarter hour the light disappeared behind the horizon toward the southwest.

Yet not only Sweden but also neighboring countries continue their (astronomical?) observations. Thus Tornea reports that a man on Saturday morning at 4 o'clock saw an airplane over Torne River. It was a signalman on the railway, two miles north of Raparanda, who saw the flier in question. Furthermore a farmer in Övertorneå has confirmed that on Tuesday he observed an airplane over Torné Valley.

Finally comes ~~xxxx~~ Norway with its own ghost light. At Hammarfoss a man on Saturday saw a "ghost flier" circling about at 50 meters altitude. Meanwhile it whirred around there, for which reason the man had the idea that the pilot had lost his bearings. A very strong wind with a snow-fog was raging and the machine lay on its side, fighting the storm, concluded the Norwegian communication.

To return to Sweden, it was ~~xxx~~ reported from Umeå that an air army search plane undertook a five hour long trip along the coastal area in Bottniska parish. Nothing remarkable was discovered, which is why the men (who took part in) the search are convinced that the trip have ceased.

All these reports are truly not suited to make the darkness lighter. It is well only to wait and watch for this solution to reveal itself in one form or another.

1934 January 22 (Mon) Svenska Dagbladet, p. 7.

"Ghost plane" at low altitude over mountain village / Reports of "ghost light" taking a new trip. /

During Sunday reports of a "ghost light" began to dribble in once again in Västerbotten after last week's quiet when a snowstorm came down at its worst. Then on Wednesday when the air cleared, from several places in the district was reported a mysterious light over the top of the woods.

Two reports, which presumably like many foregoing ones on closer examination showed themselves untenable, have come in from Vindeln and the little mountain village Virisjaur at Lake(?) Virisjön. In Vindeln it was said the church sexton and his son saw an airplane at a great height over the community in the forenoon just before high mass. Motor noise was plainly audible, and it was thought that it was a Swedish machine. None were to be found in this area at the stated time, however. In the mountain village Virisjaur a man is said to have seen at 2 in the afternoon an airplane with a course toward Norway. The machine did not go at a particularly great height but no sign or other distinctive mark on the machine could be observed. The "ghost light" was thought to have been seen on various occasions on Sunday evening. At 6 o'clock it showed itself in Umeålvu glen and was seen in a number of places in Degefors parish going along the woodlands, now following the river and there the main [railroad?] line.

General believes unconditionally in "Flier X." / Motor sound over 120 barracks. / The machine x seen in the middle of the day at Tromsø.

It may be thought to be fantastic that the unknown flying machine actually flew over the forbidden region in Norrbotten, said the military commander for upper Norrland troops, General C. P. Reuterswärd in Boden, and referred to reports from absolutely trustworthy persons, military as well as civilian, [who have] observed the mysterious flying machine. Ever since the Swedish search began a close collaboration has been advised between the provincial government in the Norrbotten district and the military command, and measures have been taken in common, but, said the general, effective [measures] have not been possible, since airplanes have largely not been available.

A notable report came in on Friday from a Norwegian place about a machine in the middle of the day at a low altitude passing over Tromsø and setting a course out to sea. The Swedish news says only that a man heard a machine; no one saw it. According to a statement, a man heard motor sounds even over the Västerbottens regiment barracks on Friday morning.

Gen. Reuterswärd continued with his statement which he gave to the Västerbottens-Kuriren that even with recourse to a great number of airplanes and a better developed watch system it would be difficult to investigate and keep out an airplane from the vast area which is in question in upper Norrland. On the other hand it might not be a bad idea which the state can and must see to, for fliers (by law) to keep watch over forbidden areas [?]. This is especially true of the area over and around Bodens fort. This area must of necessity effectively be a place wholly free of unauthorized fliers and this can be done only through [supplying] the fort with a sufficient number of fast chase and fighter planes which in speed could match themselves with the machine, with the man included, which for some reason or other happen to find it of interest to fly over this area. Through the military authorities' care ever since the first reports about the airplane within the defense area they have been carefully investigated in order to come closer to clearness about how much importance ought to be attached to reports, when among other things, the commandant's intervention in connection with the report-givers [?]. Mysterious machine again seen from Helmögdads light[house]. / (From our correspondent.)

UMÄÅ, Friday. At Helmögdads light, lighthouse master Rutkvist at half [past?] 2 o'clock on Thursday evening saw a flying light go out to sea toward [?] Finland. He believed that it was a flying machine, which went between Holmöns church and Holmögdads lighthouse and then set a course toward either Jakobstad or Gamla Karleby. How long the machine flew outwards to sea he could not say, however, because the light was observed only during [less than five minutes'] time.

On Friday morning several serving girls heard motor noises over the Västerbottens regiment barracks house in Umeå. The sound grew little by little and finally passed over their heads. A dense morning fog lay over the house and made impossible any visibility. The regiment at this time was on yearly holiday [?].

Great excitement prevailed on Friday evening in Gammelstad, where thirty-odd persons were absolutely sure that they heard motor noise. The landsfiskäl established after a basic investigation that the ~~xxx~~ sound issued from noise in telephone lines.

1934 January 28 (Sun) Svenska Dagbladet, pp. 3,6.

(card 1)

Burning mass from ghost flier over Siljansbygden. / Burning object thrown down on Siljan's ice and recovered a while before the fire went out completely [?]. / Paper and tangle [of string?] dipped in paraffin.

The ghost flier enigma becomes still more complicated each day than it was before. The most remarkable observation to date was the one made Saturday evening in Siljansbygden, where several persons in Rättvik and Leksand at 7:30 o'clock observed an airplane. No mistake can be in question here, since people in Leksand observed that from the airplane a burning object fell down [from the engine] and landed on Siljan's ice, where people then found the object--paper and a tangle [of string] soaked in paraffin--very well charred but not yet fully burnt out.

In Haparanda several trustworthy persons on Friday night observed a mysterious airplane which seemed to circle back and forth over the city. This very latest arrival [came as] news from Finland, which during Saturday was supported as the most likely [candidate] in the argument of Supreme Admiral Lindman gave, when on Saturday in the national parliament he questioned the state minister on the matter.

Thus during Thursday [to?] Friday evening it is asserted that trustworthy persons observed an airplane at a high altitude over Rättviks and Ledsand villages. At 7:30 o'clock on Saturday evening the mysterious flier was seen again at many places in Leksand, and it made many believe firmly that it really was an airplane which passed. A sixteen-year old daughter of farmer Lasses Lars Larsson in Grytnäs, Leksand, observed at the stated time a pair of lights which came out of the northeast and approached the place. She was on this occasion out in the garden and hurried in to her father. The machine had then sank to a low altitude. Just then farmer Larsson came out in the garden, [and] was able to see how a burning object was thrown out from the airplane and dropped down on the lake Österviken at Siljan. As soon as the burning object, which was like a parachute, was flung out into the air, the machine climbed high and steered a course over Käringberget and disappeared. Larsson, whose yard runs all the way down to the lake, hurried out onto the ice with a kick push [bicycle?]. When he got out to the burning object it had already

cooled off [?]. Diverse fragments of vari-colored paper and one of the strings [?], soaked in paraffin, ~~xxxx~~ were found. For the reason that a thaw had formed water on the lake and that the thrown-down object had fallen down into it, [the object was] partially extinguished.

The airplane spoken of in the telegram cannot be any of [our] air force's planes, it was declared to the [?]'s [?]'s inquiry [in this direction?]. No Swedish military machines have stayed just now in the area where people saw the mysterious machine on Saturday evening.

Do Finnish authorities have a solution? / Mysterious light on the ice outside Kemi.—Is the flier of Russian nationality? / (From our Helsingfors correspondent.)

HELSINGFORS, January 27. Reports of the ghost flier's activities have come in all afternoon and during the night from up north. It is now reported with strongest & definiteness that the Finnish authorities are [close to] a final solution to the ghost flier riddle. Secrecy is observed, however. Through on-the-spot investigations definite information has been gotten about the machine, and people should be able to decide even both the nationality and type of engine. By reason of the turn things have taken, the general staff chief has ordered a general staff officer to Kemi for the sake of following the continued investigations, and Flyget [the air force?] has also gotten the order to immediately send an aerial search when the ghost flier appears again. Ortsborna [local officials?] hear tell that people have come to the conclusion that the ghost flier is of Russian origin.

One of the most remarkable discoveries people & have made is a mysterious clandestine light out on the ice outside Kemi. Discovered made on Friday evening by several fishermen, who immediately sent the news on to Kemi, from which several persons were sent to investigate the unknown beacon. It is built on [of] snow, which was covered & over with water so that it froze into ice. The beacon is a meter high, and at the beacon's top end is found a storm lamp and a ten liter oil holder. The lamp had gone out, but when it was lit it can be said that it gave a very strong light which was visible at ten kilometers distance from the sea-side.

Light on the ice burns from 11 till 14 January.

Fishermen in the area undertook an immediate investigation, and then it was stated that the lamp became lighted on January 11 but was extinguished already by January 14. It had probably been repaired by someone who went out from the coast and who after the 14th did not venture to light it again. [In] neither place [could] fishermen or liquor smugglers have gotten any light [?]. On the ice before the lamp was found a mass of ski and foot tracks which led toward the mainland. A thaw had meanwhile progressed so that an airplane could not get to land close to the lamp. People have come to the conclusion that the lamp serves as a rendezvous place for ghost fliers, of which reports have been delivered, whose light could reach to the coast [?] which lies only a half kilometer from the lamp's place. The lamp is well placed [since] it is located at a place which cannot be observed from coast guard stations. At 19.20 o'clock in the evening was observed the ghost flier over Simo station in Kemi and Uleåborg. It was seen there by three persons who reported their observations to the sheriff's officers. From Uleåborg it was also reported that the machine was sighted in the evening by a youth who was on the way to a party [soirée]. During the course of the day an investigation was carried out on the mysterious lamp, but with the people who were out there, no one yet has made the connection. Over Haparanda a machine was sighted late in the night. Customs inspector Ström declared that ~~fixxxx~~ there was not any [reason] to especially doubt that the ghost flier flew over the city [?]. The machine flew straight over Haparanda, and [its] motor sound was so strong that it pushed right into rooms. Likewise all the persons who Hr. Ström called out observed the machine. There is already a total of several hundred persons up in the north who have observed the machine, and a commission has been sent out from the general staff to examine them [?]. It is also in the first place through reports by them that people can come to a conclusion whether the ghost airplane really exists.

The whole Haparandabladet's [staff] personally observes an airplane HAPARANDA, Saturday [TT]. The Haparandabladet reports that the newspaper's whole editorial and typesetting (as well as some other) personnel just before midnight Friday night observed an airplane which appeared ~~fix~~ plying back and forth over metropolitan Haparanda. Because of fog no light could be detected, but motor noise was very loud. Already an hour earlier nine other persons in Haparanda, six of them drivers, had observed an airplane which in a similar manner was seen making turns back and forth over the area.

According to what one of the Haparandabladet correspondents in Finland reported, the Finnish authorities should now have solved the ghost flier riddle. Meanwhile they refuse [for now] to release any more intimate [details]. According to the reports even the Finnish newspapers have received a strict order not to mention the matter.

The Haparandabladet turned on Friday evening to the chief of the Lappmark border defense division in Rovaniemi, Col. Willamo, to check this rumor[?], to which the colonel answered: I can't say anything yet. We act more than we talk.

1934 January 28 (Sun) Svenska Dagbladet, p. 5.

(card 1)

The "ghost flier" in Norrland has scrambled through the night [until] Swedish people have begun to open their eyes about how things stand with our defenses, declares now the Skånka Dagbladet (bf):

People have found in particular that we were [either] so little able to stop it once and for all at the door. Should we be able to do something about it, so should it be [done] with our [own] airplanes but then does the question arise: is it enough [do we have enough]? Our search planes are still too slow, and our chase planes have too little range of action to chase the "ghost flier" with success. When

one known as "Bulldoggarna"--the other type of chase machine which is known to [take part] in aerial [search parties]--been equipped for blind flying.

Unfortunately people are rather forced to reach the conclusion [?] that the Swedish air force, for reasons of inadequate materials or deficient flying qualities and equipment, is not at present in condition to prevent flights of the kind which are offered by the "ghost machine." These overwhelming results come whether the territorial defense functions or not.

How about experience in blind flying? [?]

To this must still be added the contributing factor which must be taken into account--the flying personnel's skill in blind flying. Instruments alone are not enough for such flying; it requires first and foremost that the personnel have obtained very basic training in flying of this kind and likewise the requisite confidence gained through frequent blind flying. This alone makes an unflinching self-confidence for fliers. The results otherwise can be loss both of equipment and of human life. The chase after the "ghost flier" must mainly go on over terrain and under weather conditions which are very [trying]. It is not known whether the air force has sufficient trained personnel in blind flying for the ~~max~~ manning of the number of machines which is required to chase after the "ghost plane." Very likely this is not the case.

To conclude people must also think that separate steps must be taken at the places where the airplane is located; it requires as well special equipment [for] illumination control for night landing. It can be strongly questioned whether (or not) our permanent military [landing fields] are [equipped] with illumination [gear] of suitable quality for night landing.

It will thus seem as if our air force today is much poorer equipped to take up a struggle with the "ghost flier." Which of the measures under these circumstances should be taken up by the responsible authorities? [?]

1934 January 29 (Mon) Svenska Dagbladet, p 2(0). (card 1)

Ghost flier nearly collides with Norwegian sailing vessel. / The machine directly over the mast. / Searchlight played, then flier put back out to sea. / Mysterious yacht near the place.

From Norway comes in very definite reports about the mysterious airplane, and there all doubt has now dispersed about this occurrence since a ship's crew said that a machine at night was nearly in a collision with their vessel. And shortly afterwards was seen a mysterious vessel putting out to sea at full speed. In Robertsfors the landsfiskal and another person heard the engine. The "Eldbomben" [fire-bomb] in Leksand on the other hand has been exposed as a joke by a Leksand inhabitant. Swedish air force machines may not have the chance to expose the "ghost flier"; that purpose demands swift machines with a long range of action and pilots skillful in flying blind over dangerous terrain. These matters will be discussed in greater detail at another place in the paper.

According to a private telegram to the Svenska Dagbladet from Tromsø the captain of the freight vessel Tordenskjold, from Tromsø, which went with a cargo of stone between Kabelvåg and Tromsø, reports that on the way to Kabelvåg on ~~Tuesday~~ Tuesday he saw a [bright] light at a great height above Hekkingens lighthouse. It moved at a good pace and increased in strength, and in the first moment the captain thought of the possibility of a comet. He gave a cry of alarm, at which one of the two men below deck came springing up in the belief that the captain had fallen overboard. The cry of alarm [was] really too strong for the occasion. Both seamen could hear motor noise and understood that it was a flier which drew near. When the machine was quite near to the vessel, [as it] went on its way [?] (the plane) sailed slowly forth through the air, while two strong searchlights played over the vessel. The time was then between one and two a.m. The observers could plainly see the machine, which was a biplane gray and with two propellers. The pilot was seen well, and there were several lights in the cabin [?]. Soon the machine rose again [and] the searchlight dimmed. All this lasted only several minutes. The two men on the "Tordenskjold's" deck had seen Amundsen's airplane Latham, and on its way to Tromsø and they assert that the "ghost flier" was much like the Latham, though probably somewhat larger. [The pontoons] were placed the same way.

On the way to Kabelvåg through Brettesnes and Svolvær there was observed from the cutter a large, white-painted vessel which [was] low and . . . It was very powerfully illuminated and happened to be a large pleasure yacht. When the "Tordenskjold" approached, the vessel then set out full speed ahead and disappeared out to sea.

In Tromsø it was stated that the crew on the sloop are known as fully dependable men.

On Friday evening a telephone assistant in Nordbynes saw an airplane, which with several lights lighted blazed and drove toward the fjord. After a short while the powerful motor was set in motion and the plane set a course out into the fjord with rapid speed. The fire bomb a "joke" of Leksand village. / A dentist sends up a balloon to "entertain the kids."

BORLÄNGE, Sunday. Dalarna's special ghost flier, or at least Siljansbygden's, which during the past week stirred minds and the eyes and ears of the public opened for a chance to hear or see a glimpse of it, has now been killed. It all has the [appearance] of a joke in an attack of [high]low misplacèd humor. It was dentist Albert Holand in ~~the~~ Leksand, who entertained himself by sending up a balloon, according to what he said, to "entertain the kids." That it was improper under the present circumstances to send up such a balloon, even if it was done to "entertain the kids," goes without saying; while it appears a little strange that Herr Holand said nothing earlier, as the public clearly confused the light from the "ghost

flier" with the light from his joke, when such confusion took place already earlier in the week.

--That I so suddenly should attract everybody's attention was certainly not my intention, said Herr Holand. Certainly I do not deny ~~that~~ that I sent up this latest balloon with the intention to joke a little with the Leksand people, but that the thing should take on such proportions, I had never ~~believed~~ ~~believed~~ would have believed.

The landsfiskal in Leksand has reported in the balloon ascension to the provincial government for the measures which they might find warranted. He answered that the "bomb" could cause such damage if it fell down on some building.

"Flier X" at 30 meters height over Robertsfors.

UMÅ, Sunday. At midnight Friday night a mysterious airplane passed at a low altitude over the Robertsfors manufacturing district with a course toward the north. It was observed there by many near the place of businessman Teodor Fryckholm, who from his veranda saw the machine pass at scarcely more than 25-30 meters distance and scarcely a few meters over the treetops. It swept by at a great speed and everything happened so fast that Fryckholm in his astonishment was not able to observe any details. Landsfiskal Lieden ~~in~~ in Robertsfors has reported that at precisely the same moment he heard motor noise. ~~From~~ From his house the visibility was too bad to be able to see the machine.

1934 January 30 (Tues) Svenska Dagbladet, last p. (card 1)

Is weapons transport the ghost flier's main purpose? / Extensive defense [military] organization in North Finland.--Russian base, thinks Finnish expert. / (From our Helsingfors correspondent.)

HELSINGFORS, 29 January. Reports about the ghost machine continue to [trickle] in. Today an airplane was seen over Torné and Haparanda and on Sunday evening the inhabitants of Kemi were startled by a large unknown three-motor plane which circled over the city for an hour. There now no longer prevails any doubt that the ghost flier really exists. Of these things neither can the Finnish authorities up in the north any longer doubt. People have perfectly clear evidence that it really exists, and it amounts to even that the leader for investigations himself saw a machine, not just the light without the machine itself. But on this point the authorities observe inflexible secrecy. The chief of the general staff stated to our correspondent's inquiry that every statement in the newspapers at this stage only could damage investigations. But when at last clarification comes about [?], an extensive account shall be delivered to the press.

The powerful defense organization up in the north is now in readiness. The staff is [stationed] in Kemi and from there directs patrols out in the territory. All the local ski corps are alerted, and military patrols range over the places where the machine is most observed. The patrols have orders, when a ghost flier is sighted, to go report it at once to the staff in Kemi, and from there are sent ~~some~~ one of the two fast Fokker planes which are stationed there. Furthermore the fliers have the mission to undertake nightly reconnaissance trips to ascertain if many secret lights [still] exist outside Kemi.

Was the lantern bought [?] in Kemi?--Swedish construction.

The light out from Kemi has moreover set a massive puzzle in the lap [head] of the authorities. It was possible to prove that no flier went down there, but it can ~~only~~ be thought that the downcast ~~was~~ reported [quite simply served] as a guide light. The lantern is of Swedish construction. It has a brightness of 300 standard candles [?] and of a perfectly ordinary type which people can buy for 200-300 marks [where hardware is sold]. The police will investigate to ascertain where it was bought and who [it was] who bought it. In this way it is expected that meaningful results will be reached.

Reports of the ghost flier's trips show that at least one machine tonight undertook a trip on the path Jaatila-Hirttas-Tapiokylä. From these places have reports been received ~~that~~ ~~ghost~~ flier of ghost flier observations, and [considering the timing], the [conclusion was reached] that a flier flew just this path. At 7 o'clock p.m. a machine flew over Torné. All observations from tonight indicate that the machine flew eastward.

The Finnish territorial flight [?] captain Bremer has made a pronouncement about the ghost flight. He thinks that it is a Russian undertaking and that the fliers have their base on Russian territory. The repeated trips could mean it is a question of a steam transport [ship]. Since no tracks were found around the mysterious light outside Kemi, he thinks it means that it only was used as a guide light so the ghost flier could find its way around in the winter darkness.

Increased activity of the flier in upper Norrland. / Airplane plainly observed by many persons in Skellefteå parish. / (From our correspondent)

UMÅ, Monday. During Monday evening many reports of the ghost flier's activity have come in here, meaning that air raids have resumed with renewed energy. Eighteen minutes before 7 o'clock in the evening farmer Valdemar Karlsson in Rusele, Lycksele parish, was able to see two lights, one red and the other green, floating in the air and moving in the direction of Lycksele. The man sent word [to the local small] town that a ghost airplane flew in its direction, but in town people could neither see nor ~~hear~~ hear a thing.

Two o'clock Monday afternoon a forest worker [lumber jack], John Israelsson, found himself on a mountain outside Rusele village. Then he heard a powerful motor noise from the air. He tried to see the airplane, but there was much cloudiness and he saw nothing, although the sound continued loudly for a long time. Israelsson guessed that the airplane went at such a great height that it disappeared among the clouds. At the same time a schoolgirl came home to her parents in Rusele and reported that while she stood out on the ice on Umeååven, she heard a noise as from a separator up in the air. It deserves to be mentioned that the Rusele area appears to lie in a flight path during recent days.

Landsfiskal Johnsson in Vilhelmina, who on Sunday afternoon found himself out on a ski tour at Bakajön, one km. east of the community

of Vilhelmina, then heard airplane noise which passed in the direction southwesterly direction. Johansson reported that people suddenly saw a very powerful searchlight lighted in the machine. The searchlight played back and forth as if it sought something on the ground. Johansson sprang to the telephone and rang up Hornby, which lies about eight kilometers from Knafte. He bade people there to watch for the airplane. In Hornby people began to perceive the airplane almost immediately, which showed the searchlight but soon extinguished it. Thereafter people in Hornby could see a flame extending from the machine, plainly issuing from the exhaust pipe. In Hornby observations were made by many people. The cited newspaper has confirmed that no Swedish machine flew over Lycksele today.

In Anåset three persons heard the sound this morning of an airplane which passed the community going north. Later a farmer, Magnus Fahlgren in Ersmark, Skellefteå parish, reported to Landsfiskal Gärding, that Saturday night he saw an airplane go over Käsefjärden.

At the police examination Fahlgren has reported that at 12:30 o'clock p.m. he saw from his back yard a small bright light on the horizon due east, therefore out at sea from Käsefjärden. The light moved slowly in the direction of the observer. When the light came nearer, Fahlgren found that it issued from an airplane. He has seen enough airplane bodies on the wing, but the distance was so great that he could not see details. It had looked as if the machine climbed higher and higher, the closer it got to Ersmark. The light on the machine did not change color. By the time the machine reached the seaward skerries [?] it had changed course and continued southward toward Skellefteå city. On changing course the man plainly saw the airplane body and its contours. The cone of light from the machine continued, and the movement went slowly toward the south. Fahlgren's wife and man-servant also saw the machine. At this time a fog had formed around the airplane, which disappeared for the watchers during five minutes time. Fahlgren found it strange when clear weather and bright moonlight prevailed [?].

1934 January 31 (Wed) Svenska Dagbladet, p. 16.

[During discussion of the so-called ghost flier the air force has also discussed its own progress in instrumental or blind flying. There have been comments that air force planes do not have searchlights.]

1934 January 31 (Wed) Svenska Dagbladet, p. 16.

[During discussion of the so-called ghost flier the air force has also discussed its own progress in instrumental or blind flying. There have been comments that air force planes do not have searchlights, and thought these were tried, the weight and cost were prohibitive. Magnesium flares have been substituted.] Finnish fliers have not turned up certain results. / Any statements about the observed flier are probably, however. / (From our Helsingfors correspondent.)

HELSINGFORS, 30 Jan. From Kukkola on the Swedish side of Karungi comes to hand tonight a report that the ghost flier was seen. It was observed by a peasant, Åke Niskalo, and his family. The observation was made at 17.40 o'clock.

Otherwise today all was rather quiet on the ghost flier front. All watch organizations now lie in readiness to take (action) against a new visit by the ghost flier, but as well as they have organized, the ghost flier has done better [?]. The only plane seen up in the air today over Finnish territory was the Finnish army plane which undertook reconnaissance flights. They were meant to perform experiments in night flying and lighting lights to inspect the range of distance of a guard patrol. At the same time the patrol officer in command of flights has been interested in the skill of separating airplane lights from stars.

Investigation about the mysterious light outside Kemi has continued and may also have led to results. Authorities have been carefully secretive about this observation, however. The general staff this afternoon let out the first reports about the steps which have been taken and the results which have been obtained. There is not much to make known. In this guard service participate the Lapland and Uleåborgs district defense and border guards, the snow guard corps and military authorities. From these and partly as well from civilian persons have numerous reports about the mysterious airplane come in, but it has been shown that the greater part of these reports were quite untenable. Reports of the airplane are a guide to those who make observations since they in some respect put the flights under the control of persons who have the job of carrying out air defense [?]. The general staff officer who went out to north Finland to investigate the ghost flier's appearances has regarded a couple of cases as doubtful, though the reports he received regarding these cases were perfectly probable. T.V. [TT] could confirm neither this case nor any other, therefore people continue to affirm with the same uncertainty regarding the ghost airplane appearing over Finnish territory.

1934 February 1 (Th) Svenska Dagbladet, p. 16.

Alarmed village sees the coming ghost flier [?]. / Lookout [maintained] in Lycksele village after striking searchlight is extinguished [?].

News about the ghost flier is reported constantly, now most lately from the area of Lycksele. There a machine was observed both on Wednesday forenoon and in the evening by many persons. One place informed a neighboring community, and watchers there after a little while caught sight of a machine, about which no doubt was entertained (as to whether) it was a real machine.

According to a telegram from the Västerbottens-Kuriren in Umeå a deliveryman for a Umeå brewery observed a machine just before 10 o'clock in the forenoon when he found himself at a railroad station in Lycksele. The machine went at a great height in a northerly direction. People first heard motor noise and while and then caught sight of the machine itself, which passed over the north part of the town. Furthermore people in Knafte in Lycksele at 5 o'clock in the afternoon saw an airplane. Business manager Öste Johansson had just sat down and listened to the weather report on the radio, when his wife called his attention to motor noise off in the air. Both went out and had a third person for company. All of them saw clearly and plainly in the moonlight an airplane go in a direction toward Hornby, thus in a

southwesterly direction. Johansson reported that people suddenly saw a very powerful searchlight lighted in the machine.

The searchlight played back and forth as if it sought something on the ground. Johansson sprang to the telephone and rang up Hornby, which lies about eight kilometers from Knafte. He bade people there to watch for the airplane. In Hornby people began to perceive the airplane almost immediately, which showed the searchlight but soon extinguished it. Thereafter people in Hornby could see a flame extending from the machine, plainly issuing from the exhaust pipe. In Hornby observations were made by many people. The cited newspaper has confirmed that no Swedish machine flew over Lycksele today.

The first reports about the ghost flier in Västerbotten all came in from the mountain area up at the Norwegian border at the place located at Inlandsbanan.

During November and December this flier passed almost daily and reports came to hand that the traffic goes along the large mountain lakes and valleys in a general east-west direction and vice-versa. No definite clue about the purpose of the flier can be found by geographic comparison, but the evidence in every case is quite plain that a method is discernible in its [apparently] meaningless wandering to and fro.

Japanese cruiser in Ishavet. / British trawler reported news to "Fridtjof Nansen" back in November.

OSLO, Wednesday. (TT) Some time past it was reported that a British trawler inforced (coast)guard vessel Fridtjof Nansen that [the trawler] at a [secretly confided] position was in contact with a Japanese support cruiser [?] and sold fish to them. According to the Tidens Tegn the meeting of the trawler and the cruiser took place back at the beginning of November, [while] the first ghost flier was not reported before the end of the month. What is particularly interesting about the affair with the trawler is the fact — writes the newspaper — that we have reason to believe that the trawler belongs to the British admiralty. People can ask themselves if England already at this moment know that something happened up in Ishavet and if the trawler had a mission to closer investigate the situation.

1934 February 3 (Sat) Svenska Dagbladet, p. 3. (card 1)

The ghost flier in parliament. No clarification. / The state minister has answered questions. / Air squadron to Boden. /

The ghost flier riddle was solved on Friday by the state minister — so it is believed without a doubt by the greatest part of those who at Friday noon filled to overflowing the second chamber's listeners' gallery, where Admiral Lindeman's questions were answered. Unfortunately expectations were hardly met; the audience and members of parliament vent their ways no wiser than they came.

The state minister began his answer by pointing out that one still could not "with certainty" declare that the supposed flights over Norrland really occurred. One part of the forthcoming reports ought not to earn respect. In certain cases the observer obviously has made a mistake and in other cases it seems that fantasy has been given too free a play. Other reports are ~~of a nature~~ of a nature, however, that is worthy of credit and consideration.

Reports that flights occurred over Boden appeared about January 20 and were reported in officially the 26th. But before then investigations were set in motion.

During the first half of January an aerial search took place, first within the Västerbottens Lappmark and afterwards in lower Västerbotten and over a certain part of Bottenhavet (Sea). As a result of this search it could be ~~that~~ ~~as~~ proved that no base or station for foreign airplanes [existed] within the Västerbottens country area, along ~~the~~ the upper Norrland coast or out in the Botten Sea. No landing field for strange airplanes on Swedish territory was confirmed, either.

Effective air defense in the territory has paid off with negative results, and [on] January 30 three airplanes were ordered to Boden. Details of the search measures the state minister did not wish to report, but [he] explained that the government also later on [would] come to step in, in order to prevent prohibited flights over Swedish territory.

Herr Lindman was thanked for the responses to questions and it was stressed that information has come forth which has not been dismissed for example, when a military command officer in upper Norrland reported that it is established that an airplane advanced within forbidden territory. It seems wholly unsatisfactory to know that flying can be

done over our country without being able to ascertain [whence the airplane hailed and whither it flew]. The most uncomfortable [thing] is that such flying should be done over Bodens fort. In this defense [station] it should be possible at every moment to ascertain whether it is the case that an airplane approaches, and if so, through illumination with a searchlight or firing to make it stop from flying further.

The state minister stressed in a new statement that defense personnel in Boden did not see anything. The man supported himself with reports from civilian personnel and from observers whose [reports] were made by half a troop during exercises. At the close of debate [spoke up] two communists, [namely] hr. Kilbow, who wanted to assert that it all [amounted to] political ghost flying and [saw filing], and hr. Hagberg of Luleå, who asserted that the reports arose from a joke among newspapermen in Umeå. Through information which was supplied through Tidens Tegn on Friday evening it was established meanwhile that the fictitious bad telegram was published in the Västerbottens Kuriren the first day after the Umeåbladet made public the first serious report from inhabitants in Sorsele. Hr. Hagberg put an end to debate.

Airplane observed in Eastern Finland. Reports about a mysterious airplane have come in again on Friday. Thus it was reported from Suojärvi north of Ladoga that an airplane

at 5 o'clock in the morning was observed flying at 150 to 2000 m. high along the railroad line and then turned toward the north and disappeared. From another place in the same parish it was reported that an airplane was observed at 8:45 o'clock. The assertion was made that it could not be a question of any machine belonging to the Finnish aerial fighting force.

The Soviets swear they are free of ghost fliers. MÖSKVA, 2 Feb. (TT). Soviet Russian telegram bureau TASS reports: With reference to statements especially in Finnish but also in other newspapers that it was a Soviet Russian airplane undertaking the mysterious flights in northern Scandinavia, the Soviet Russian telegram bureau TASS is authorized to deny these reports, which are pure invention. Obviously no Soviet Russian airplane flew over Finland. Swedish or Norwegian territory.

1934 February 3 (Sat) Svenska Dagbladet, p. 3. London gets a ghost flier. / Two-hour long exhibition over the city's central part. / No service (military) plane. / Wild conjectures. / (From our London editor.)

LONDON, 2 Feb. Even London now has its ghost flier. Late on Thursday evening an airplane was observed which for two hours circled over the city's center. The loud machine noise gave to hand (revealed) that it was a large machine, and it went so low that it appeared in the hazy night-darkness. People guessed wildly what this night bird could be [?], and the air ministry said it did not have any knowledge that a service machine had undertaken the flight in question. Investigations at the nearby aerodromes in Croydon, Lympne, Heston, Brooklands etc. gave no clue, either.

One experienced flier who observed flier X in the evening, said that it must be a two more motor plane with great wing breadth. The last time England had an air mystery of a similar nature was just before the war, when Sir Clement Kinlock-Cooke repeated times put questions to the lower house (commons) about a mysterious airplane which was heard and seen over southern England at night. Then the so-called "flying sausage" [?] was ridiculed by the socialists, and even Sir Clement's friends thought that he went a bit too far. Then came the war, and many were sorry that Sir Clement did not go far enough.

1934 February 4 (Sun) New York Times, p. 9.

Finnish Alarm Grows Over "Ghost" Planes / Vast Military Survey Hinted in Mysterious Night Flights Over Northern Europe / Wireless to NYT.

HELSINGFORS, Feb. 3.--Continued night flights over Northern Finland, Sweden and Norway by so-called "ghost" aviators, which have caused such apprehension here as to prompt the general staff to organize reconnoitering on a wide scale by army planes all over northern Finland, still remains a deep mystery. Many eyewitnesses have been unable to identify the planes.

Mysterious lights over Helsingfors and Viborg have caused alarm. Last night at least one large unidentified airplane was sighted over Eastern Finland, close to the Russian frontier, apparently scouting the district.

As the authorities are extremely reticent the newspapers have interviewed aviation experts, who state the mystery fliers show exceptional skill, undoubtedly superior to that of Northern European aviators. According to one expert's theory, the first of the "ghost" aviators was a Japanese scouting the Arctic regions whose activities caused the Soviet to dispatch airplanes to watch the Japanese. The Soviet authorities, however, refuted this theory.

The appearance of a mysterious airplane over London has strengthened the belief that the flights constitute an extensive scheme to explore the aviation possibilities for a future war. Apprehension is expressed in Finnish newspapers.

1934 February 5 (Mon) Svenska Dagbladet, p. 4.

The ghost flier buzzes yet, but less often. / Red light and noise in Lycksele parish. / (From our correspondent.)

UMÄ, Sunday. Reports continue to come in, though sparser than before, about observations made in connection with the presence of ghost airplanes within Lycksele parish. From Vornasele in Lycksele parish it is thus reported this evening that people there at 8:45 o'clock observed a strange light in the air. It moved over the tree tops in a southwesterly direction and (looked most nearly like) a strong paraffin lamp, which was red in color and became less and less (smaller and smaller) as if it went away. It was reported from Rusksele in Lycksele parish to landsfiskal Ritzen that people there on Friday evening heard a powerful noise in the air, which was believed to descend from a flying machine, which passed the village in a northerly direction. Somewhat later in the evening it was reported that a similar noise was heard over a village located north from there, Rxx Dragnäs, in Norsjö parish.

1934 February 6 (Tues) Svenska Dagbladet, p. 3.

Ghost flier seen and heard over Transtrand. / Passed off over the Norwegian border, was observed by reliable people.

FALUN, Monday (TT) Landsfiskal J. Järns in Transtrand in a letter to the provincial government has reported that many fully reliable persons reported to her that on Wednesday morning January 31, they observed a large unknown airplane over the mountain within Transtrand parish. The machine went over the mountain in a northwesterly direction toward Norway. The persons in question had plainly viewed the machine and heard motor noise. Some days earlier a pair of lumbermen in Starbacksstrand at Västra Dalälven had observed a machine sail out over the mountain mass in much the same direction.

1934 February 7 (Wed.) Svenska Dagbladet, pp. 3,(22). (card 1)

Ghost flier makes emergency landing (crash-lands) on Norwegian mountain field but disappears again. / Snow shovelmen viewed through a telescope. / Search party finds no trace of the flier. / Inaccessible mountain. / Successful takeoff (of the machine) on Tuesday evening!

The ghost flier, which has hitherto according to all the more or less unreliable reports been able to defy snowstorms, fog and darkness, for the first time has had to make an emergency landing. This sensational report came on Tuesday evening from Tromsø. The place the landing is supposed to have been in the inaccessible Mt. Fager in Målselv and the landing was supposed to have taken place in storm and snow back on the Monday evening. On Tuesday many persons with telescopes had observed how the plane's crew worked to shovel snow in order to get started once again. A search patrol was sent out, but according to the latest reports has found no trace and four persons assert that they saw how the plane took off in the night and passed over Målselv. In Norway it is supposed that it could have been a Swedish military plane, but the air force declares that no Swedish machine has undertaken any flights in the area for the present.

kiik Airplane seen again on Tuesday night. / (From our correspondent.) TROMSØ, Tuesday. A flying machine of unknown nationality was seen on Monday evening over Målselv, and many persons in Fugelli have reported to the proper deputies of observing how the machine went down on a place on the inaccessible Mt. Fager. On Tuesday morning it still lay there, and a person with a telescope could observe how two men tried to shovel snow out of the way around the plane, presumably to make it able to take off.

Mt. Fager is very steep, about 600 meters high and in the dark nearly inaccessible. A violent storm all during Monday had raged over north Norway.

An expedition with deputies in the lead made its way up the mountain but before darkness fell had not found any of the sought-after tracks. A new expedition will be sent out on Wednesday.

Later on during Tuesday night came in a new report that people at Målsnes, which lies five miles further out on the fjord, there observed a machine passing in a southeasterly direction. The flier was also able to take off and get away in spite of the storm and darkness. The report has not been confirmed, however. Capture of the flier also strongly demanded. / (From our Oslo correspondent.)

OSLO, Tuesday. At 5 o'clock in the afternoon the chief of the Tromsø regiment, Col. Faye, gave a report to Lt. Nilson, who was stationed in Målselv, that an airplane had landed on Mt. Fager, and that reliable people had stated that at least two persons had come out of the plane. These two were observed through a telescope at several kilometers distance.

Lt. Nilson immediately sent the deputies and a lot of people to the place in order to attempt to capture the strange flier and if it were necessary, use force. At the same time police chief Pedersen in Tromsø gave an order to leave for Målselv. Col. Faye did not wish to speak his direct opinion about what [army's] airplane it could be, which had landed on Mt. Fager. He thought to exclude, however, that it could be a Norwegian airplane. Mt. Fager fills up a large peninsula between Senja and the mainland on the one side and Malangen on the other. It is a wild, broken mountain area which only in the lower parts is sparsely wooded. On the eastern side if found deep depressions with ice ravines.

Fruitless search. At 11:30 o'clock this evening the Aftenposten received the following telegram from Tromsø: The expedition, which the deputy in Målselv had been leader for, returned tonight before 10. The deputy's assistant, who had led one of the expeditions, reported that the expedition had been altogether resultless. They had started out with eight men altogether and had later split up into two groups which had made investigation of every possible place. Hans Jørgensen, one of them who had seen the airplane, officiated as guide and he led the way to the place where the airplane had been observed. All the place was investigated where it was thought that the airplane could have landed, but nothing at all was seen. It made not a single trace in the snow. The men were finally almost up to the top of Mt. Fager and had only one last plateau left. It was at that point impossible to continue any longer since the terrain was impossible and it had in addition begun to get dark. The person who had seen the airplane believed in addition that the machine could not have landed so high up.

The plateau was a steep hill. When the men came up the mountain they saw, meanwhile, that the plateau on which, according to the observers the airplane should have landed, was not any plateau but instead a moderately steep hill. The deputies have interrogated three persons, all of whom confirm they saw the airplane on the mountain in broad daylight. Early on Wednesday a new expedition will start.

Another ghost flier in a full storm over Sivar. / (From our correspondent.)

UMÄ, Tuesday. According to a report at 6:30 o'clock tonight a ghost machine flew out of the east past the village of Frunnäs in Sivar parish. The machine went low and also very quickly, going away over Botten Bay. It carried a green and red light, which could be plainly observed. The observation was made by four persons at the same time. A full storm raged on the occasion.

1934 February 8 (Th) Svenska Dagbladet, pp. 3,(22). (card 1)

Ghost flier's track found. / Crust was torn up on the mountain. / Storm and cold interrupt investigations. / CURIOUS FOOTPRINTS / Clear at first on the night of the hard freeze [?] / (From our correspondent.)

OSLO, Wednesday. The expedition which sheriff's deputies in Målselv sent out during the course of the day to seek out the mysterious flying machine on Mt. Fager, came back without results. Meanwhile at 1500 o'clock another expedition returned from the mountain, and they could report that they had found some suspicious tracks in the snow, which probably were from an airplane. This expedition consisted of five men. In a talk with one of them, Hugo Larsen, he related that the [snow] crust on the mountain in question had been hard as a rock.

--We set a course toward the place where the airplane was supposed to keep itself, he said. After that we divided ourselves and investigated the terrain carefully. About four meters from the slope [I] we reached a place where the crust of the snow plainly had been torn up by some heavy object. There were three large holes which led out over the slope. The intervals between them were very small. We had the impression that it must have been a very heavy object to be able to strike through the crust. Whether it resulted from an airplane is difficult to say, but the crust on all the other places was everywhere hard as a rock and smooth, and it must also have been very easy for an airplane to take off here. The tracks were found on the plateau where people [a man] from Fugleli had seen the airplane give a pair of hops over the snow.

Hard crust but tracks nevertheless.

The crust was so hard that it was difficult to go on it and it did not mark after boots. Therefore people became very surprised when on the side of the middlemost mark was found deep and plain tracks [from a pair of boots?]. The men had the impression that these tracks were made in wet snow, probably a couple of days ago. The crust was cut through so that there must have been loose snow underneath. There was a whirling snowstorm and it was biting cold on the mountain and therefore there was not as long a time as they wished to investigate the tracks. It is quite precluded that any of the village folk were up on the mountain the last time.

At 7 o'clock this morning people again saw an airplane over Målselv. Many persons at Lerbaksmoen saw the machine follow the river up over the valley. This morning anew expedition was sent up to the mountain.

Sea captain witness of the ghost flier.

OSLO, Wednesday. (TT) The newspaper Tidningen Dag states that a captain reports in the Nordenfjeldske Dampskibsselskab that a short time ago on two different occasions he saw an airplane at Helgeland, to which so many other witnesses could attest, that not the slightest doubt remains but that an airplane exists.

1934 February 9 (Fri) Svenska Dagbladet, p. (22)

Ghost flier's tracks do not stand up [?]? New examination. / Impossible to start from the stated place. /

TROMSØ, Thursday (TT). Marine lieutenant Kjfall and some policemen on Thursday were up on Mt. Fager together with two ski runners, who the day before found tracks of an airplane and undertook a careful investigation. The people came to the conclusion that it was impossible for an airplane to start from the stated place. The tracks, which were found [furrowed] in the snow, originated from a violent storm, it is thought.

The police chief has investigated those who asserted they saw an airplane on the mountain. All uphold their earlier statements.

Airplane over Sigerfjord Wednesday night.

TROMSØ, Thursday (TT). From Sigerfjord it was reported to the newspaper Nordland Nytt, that the ghost flier was seen at half past 1 o'clock at night Thursday morning circling over Sigerfjord about 500 meters high. The airplane used [availed itself of] searchlight light along both sides of the mountain. People were able to observe for an hour the machine's red signal light, till it disappeared in a south-westerly direction. A [school under-officer] in Harstad has told of the observation.

Mysterious vessel observed in the North Sea (Arctic).

VARDØ, Thursday (TT). The police chief in Vardø reports that the lighthouse watchman at Makkaur light at Tuesday noon saw a vessel which was like a warship, on an easterly course. It turned and went westward and set a gradual course out to sea at 10:20 o'clock on Wednesday morning. The vessel came back in from the sea, stopped about four nautical miles from Makkaur and later steered back to sea. It brought to mind very much the inspection ship Fridjof Nansen and was about the same size as that one. No foreign inspection ship has requested permission to put in at the Norwegian harbor.

1934 February 10 (Sat) Svenska Dagbladet, p. 6.

Ghost flier was a haunted rock [?].

TRONDHEIM, Friday. (TT). One of the participants in yesterday's investigatory expedition to Mt. Fager, State police assistant [?] Haugli, reported in a telephone interview which the Adress-Avisen had with him, that the "ghost plane" on Mt. Fager shoved itself to be a large rock, six meters long and four meters high, which lay up on the plateau.

1934 February 12 (Mon) Svenska Dagbladet, p. 4.

Finnish plan to catch the flying ghost. / Sweden, Norway and Finland should collaborate. /

HELSINGFORS, 11 February (TT). Many well-known Finnish civilian fliers, who until further notice do not wish to come forward for publicity, have for the Hufvudstadsbladet made a statement about the "ghost flier" in the north.

It is thought that up till now nothing effective has been done to bring a conclusive clarification to the mystery. Since it is obvious that at least three countries take the ghost flier seriously, according to the fliers there ought to be established a common patrol

up in the northern regions with a sufficient number of airplanes.

If one or two airplanes succeed in disturbing the defense forces of three countries, these [countries] together should be able to bring about effective measures, provided that the respective governments in fact perceive that it is time to remove the ghost flier from the order of the day. Regarding air bases, the Finnish position is immediately affected in this case. A main base ought to be established, for instance, at ~~Maare~~ sea in the north and another at ~~Kemi~~ marsh with a thought to [keep an eye on] the eastern national frontier.

In Sweden, Boden or more likely Torne marsh may be fit for bases and Norway commands, as is known, all the northernmost coastal boundary which likewise can offer advantageous bases.

Besides this natural point of departure for action, of necessity further air bases should be established nearer the actual "ghost [haunted] place." Particular stress is laid upon the course of action for the three nations which the machine visits, one and all. Naturally the patrols ought to go on both day and night, at night to maintain contact with "ghost fliers" or to obtain responsible observations, by day to search for an eventual depot (base).

All this supposes meanwhile a swift and effective collaboration between the three nations' air defense forces, a statement which does not seem like a useless exercise even during peacetime. Through positive experimental measures, which furthermore are suited to bring worthwhile experience for the Norwegian national air defense force, should bring the specter to disappear with certainty within a few weeks.

1934 February 15 (Fri) Svenska Dagbladet, p. 3 (mar 15) (card 1)

The ghost flier has been exposed. / All the time an advertisement. / A smartly staged rogue-comedy. / Jan Mayen's territory to be sold to Norway, Russia or Japan. / Speculation on an eventual war. / From our Oslo correspondent. /

OSLO, Thursday. The ghost flier has been exposed. It quite simply has never existed. The airplane which people believed they had observed in Norway, Sweden and Finland has been the creation of a very lively imagination, and the mysterious radio signals which people picked up here in Norway have been declared to come from the German civilian air lines [I] and from Russian military stations' communications during training flights. But it also seems to have come clearly enough from a beginning in ghost flier fantasy, and that is a totally fantastic story. It is a real rogue's comedy which exceeds the most you can think up in this line. It all [turns out] to be a smart staged advertisement, one is tempted to say. It comes out that people wanted, through the ghost flier stories, to make an arctic island--Jan Mayen Land--tempting from a military point of view for different governments. The one which paid best would get to buy it.

The police have discovered that there are some gentlemen in Oslo who fabricate stories about the mysterious ghost flier. These stories became believed and people's fantasy got into action. It is thus not long before people imagined they saw airplanes all over the place.

For some years past the little polar island Jan Mayen was turned over to a private person after a lengthy process (trial) with the Norwegian government. The owner hoped to sell the island to the Norwegian state, but when this hope was not fulfilled, some persons hit on [the ideal] that the man should try to sell the island to Russia or Japan. In trying to make the two countries interested they trumped up the crude farce of the mysterious flier. The man succeeded in making many to believe in Jan Mayen constituting a base for the flight. The island was to be offered for sale to Russia and Japan through the respective legations in Oslo.

The man tried to interest Japan through the suggestion that flight could be undertaken from Jan Mayen to Russia and back to Jan Mayen without intermediate landing. The man sought to interest Russia on the other hand through a suggestion that it was Japanese airplanes which appeared over Scandinavia to get experience in bombing flights for an eventual war. It therefore should be advantageous for Russia to come into possession of such a perilous and worthwhile base as Jan Mayen was. From the Norwegian side it was not learned that this original sales method caused some steps to be taken [?].

On the other hand how it will go with other stories connected with the ghost flier in the future is plain. A fellow-worker with the Tidens Tegn has published in his newspaper an allegation that a Norwegian businessman had sought to bribe her so that the newspaper should put in his investigations concerning the mysterious airplane. He would pay 3000 kr. so that they will no longer [press the issue]. The proper authorities have investigated how it happened and the affair has been [taken] to the police. He denied all knowledge of the matter, and he stated that he now intends to bring charges against the newspaper. During Friday a communique from the justice department about the whole ghost flier affair was expected.

1934 February 16 (Fri) Svenska Dagbladet, p. 7.

Mysterious Flier over Oslo. / Large biplane machine observed in snow fog [blizzard] at Lofoten. / (From our Oslo correspondent).

OSLO, Th. At 3 o'clock in the afternoon today a strange airplane was observed over Mellbo in Lofoten. The machine, which came from out at sea, was a biplane [2-decker] and a larger machine than people have seen earlier in this place. Later the machine was observed over Stokmarknes and Svolveaer. The airplane was observed by a multitude of people. A snow-fog [blizzard] raged, but it was not so bad that people could [not] plainly see the machine, which flew very low.

At 8 o'clock this evening was observed a strange flier over Oslo. The machine came from the east and made a large swing over the city and disappeared again toward the east. It carried white and green lights. To begin with, what people were inclined to believe, was that what passed was a Norwegian airplane, but neither the army nor the

navy air corps knew about the machine. Neither were private Norwegian fliers up this evening. The strange machine was observed by many persons, (such as) by Commander Ostby. People this evening have not succeeded in solving the mystery, and the reports make it more and more likely that there was one of the ghost fliers about.

1934 February 17 (Sat) Svenska Dagbladet, p. 5.

Ghost flier piloted by a robot? / Not an English machine, (says) denial. /

In Norway a new hypothesis about the always unpredictable ghost flier has been suggested. It is able to go out by the action of an English robot mechanism(?). Through investigations in London the Svenska Dagbladet has sought to ascertain, if any grounds can be found for such a supposition. It has then come forth that experiments with unmanned airplanes are going on in at least several countries. That English experiments of this kind should have been carried on over foreign territory, however, has been denied with firmness.

In the air department in London it was declared that it is absolutely precluded that English fliers are operating over Skandinavia and in the foreign department this was indicated as inconceivable. No experiment of this type has taken place, said a man in their department. If the opposite were the case, it should not have been carried out over foreign territory. It would not be necessary, the empire is spacious enough. The man was then informed that activities of the unknown machine took place in several countries. A question whether similar activities went on within the English air force, the answer was not a denial. The man then pointed out that the unknown machine was little suited for purposes of warfare, because it could not defend itself and consequently could easily be shot down. Automatic control on the other hand is of greatest importance for long-distance flying, because through it pilots get the chance to rest during the trip. Then it would be possible to arrange passenger flights without intermediate landings between, for example, London and Cairo, (when) the automatic controls really come to pass.

1934 February 24 (Sat) Svenska Dagbladet, p. 5.

Mysterious Russian steamer off the Norwegian coast. / Seeks no admittance to the harbor. / (From our Oslo correspondent.)

OSLO, Friday. From the northern district in Tröndelagen has arrived a report about a mysterious Russian steamer which has been regularly observed since January 2. The vessel is probably of about 3000 tons and (fitted) out as a passenger steamer or as a large tourist ship. It lies very high in the water and is painted black with white overlay and with four lifeboats on each side. Fourteen days ago it steamed low for two days off Brekstad but did not try to make contact with land. Also outside Hestvik on Hitra has it made several trips, for many days at a stretch, but neither there has it sought contact with land. The steamer has Russian marks on the smokestack and has a name in Russian letters, but those who have seen the steamer were not able to read it.

A while later, as the steamer lay at Hestvik, the Russian cargo ship Kola came and laid by the side of the vessel. The two steamers laid side by side for a day. Two days later one steamer went north past Hitra and yesterday the other went southward. The steamer went much faster. (It goes) thus with ease past express steamers along the coast. The steamer has been observed many times in waters where ships never usually go.

When the mysterious airplane was seen out there some time past, the Russian steamer was also there, and when any kind of telegraphing took place (involving) disturbed radiow contact, it was around.

March 2 (Fri.), p. 3.

Mishap for a flier in Norrland. / Many machines put out of action by emergency landings at night. /

The air force has had bad luck lately with its machines in Norrland, where about ten airplanes during the past week were stationed, partly for winter maneuvers and partly to chase after the so-called ghost flier. Departures have been much delayed: even if the totally disabled number is limited to two, four or five machines at least are at present put out of action.

1934 March 29 (Th) Svenska Dagbladet, p. 12.

The mysterious radio signals. / Either military or illegal dispatches

OSLO, Wednesday (TT). The Tidens Tegn writes regarding the mysterious radio signals, which were intercepted off the Tröndelag coast that it must be taken for granted that what happened was, either military or illegal dispatches of one kind or another were transmitted. After a close examination of the apprehended signals the newspaper succeeded in establishing that at least a part of them were worded in Russian. The listener who intercepted the signals has classified the sender station's sound strength at x between 4 and 5. Fancie Radio, which was heard at the same time as the signals, has a signal strength of 3. This means, reports the director for Oslo radio, that the unknown station was being near to the listener or at his frequency and 50-odd kilometers distance.

1934 April 1 (Sun) Svenska Dagbladet, p. 6.

Ghost flier buzzes over Norway. / Three-motor plane on the coast. / Code solved. /

OSLO, Thursday. (TT) The mysterious airplane at Sandnessjøen has, according to the Tidens Tegn, been observed by a group of five persons and by a 16-year old youngster, who reported that at 8 o'clock on the night of a clear (full) moon he plainly saw the machine over Altenfjorden. Well-known farmers who heard the youth state that his assertions were very convincing and the youth was quite certain of his

facts and answered clearly and concisely to all questions. He had gone to bed and lay and read when he heard a noise which became louder and louder. Suddenly however the noise ceased, and the youth got up and went over to the window, from which he had a view over Altenfjorden. He then saw a large airplane which descended toward the fjord with the motor shut off. The machine did not go down on the water without making a pair of luffs (dips, banks), however, so that the youth could see it from every side. He saw how it was lighted in the cabin windows. So exactly did he (pay attention) to details of the machine that he denied that it had three propellers.

"Passage risky," declared in Russian (on) radio.

The Tidens Tegn has interviewed Col. Mork in Mosjøen who lately had a hand in the search for the ghost flier. The colonel emphasized that there cannot be any doubt that there really was one or more strange airplanes, which on several occasions during the past months passed along the Nordland coast.

The radio conversation in code, which the above-mentioned newspapers for some days past was in a position (to take up), has now quite silenced (?). (For example there) was intercepted the order "avotanker," which was something to wrack the brains of the code experts. One person well (versed) in the Russian language stated to the newspaper that a man is likely to make himself guilty of wrongdoing and that the order should be "aviotanker," which can translate to "bensinaeroplan." Furthermore people have pondered over what "passvrisij" means. The above-named experts think that it is an abbreviated form of "passage rishavenij," which translated into "passage risky."

1934 April 14 (Th) Svenska Dagbladet, p. 4.

"GHOST FLIER" EXPOSED AT SKELLEFTEÅ. / (From our correspondent.)

UMEÅ, Thursday. In the Skellefteå area people have been mystified by a balloon which on Tuesday descended in Stavatråk village. A boy took hold of the balloon and handed it over to the landsfiskal (sheriff) Burman in Skellefteå. The balloon filled up to about one meter in diameter and on a hanger hung an electric lamp with attached battery, and people believe that it was sent up for the purpose of representing the "ghost airplane."

1934 April 30 (Mon) Svenska Dagbladet, pp. 3, 6.

The ghost flier was real. / Can not be explained away as an illusion. / General Reutersvärd has closely examined the report. / Unauthorized air traffic over Bodens fort. /

While reports about the ghost flier arrived, there arose in many quarters the misconception that a case of mass-suggestion existed. It was also evident that a great part of the "observations" were erroneous. After the close examination of the report material, which was carried out by General-Major Reutersvärd, people no longer can doubt the ghost flier's existence. If various persons, independent of each other, make reports which make possible a marking of the flight route and if reliable persons see the machine at short distance, the demonstration should be as strong as anyone could require. The immediate conclusion is that our own air (force) must be strengthened. In any case Bodens fort must be equipped with the possibility to turn away or at least identify such unwelcome strangers.

LULEÅ, Sunday (TT). The military commander for upper Norrland, Major General Reutersvärd, has reported (to) the Norrbottens-Kuriren the results of the measures which were taken to gain clarification concerning the so-called ghost flier.

A rich material for questioning judgment(?) exists. During the months of January as well as February the incoming reports were subjected to an extraordinarily close examination by the county administrators and military authorities in Boden. A comparative study of these reports shows, says the general, that there cannot be any doubt that during the month of January, (which is to say) before the military air guard order, unauthorized air traffic to a great extent was observed within wholly military areas, even within the areas forbidden to air traffic and over Bodens fort. A number of reports exist from reliable persons who with open eyes saw the airplane and even in certain cases at such close distance that it was possible to declare that the plane was not furnished with nationality markings. People in many cases through statements and observations made by persons in different places have been able to follow the flier's route. Whether, since the military air defense (guard) (appeared) in force February 1, unauthorized air traffic (went away?), on the other hand, has not been settled with full certainty. The striking curtailment in the number of reports after the time for the taking of military search and safety (measures), thought the general, was remarkable (for reasons) of giving support to the idea that it or them, which carry on the air traffic, thought it advisable to curtail themselves. Over the forbidden area and over Bodens fort it seems that no flights (took place) during February.

It is, said the general, preposterous to try to explain the thing away as a delusion. It is not possible to deny that flights took place over our country which are offensive to the nation. The question of who or what carried out the flights in question meanwhile stays continually open and people are regrettably enough in this respect obliged to (accept) more or less probable suppositions and guesses. Should flights resume, and (there is no guarantee that such a thing cannot happen), it is of greatest importance that countermeasures immediately and with a force should be taken. In this defenseless condition for aerial enterprise which is now prevailing and which plainly appears with passing time, must come a change as soon as possible.

1934 November 9 (Fri) Svenska Dagbladet, p. 26.

"Ghost flier" opens the season.

VARDO, Thursday (TT). The mysterious ghost flier seems now to

have turned up again. Persons in Berlevåg observed on Wednesday evening at 7:30 o'clock an airplane which came from Tana and remained outside Berlevåg till finally 1:30 o'clock a.m., when it disappeared eastward past Kjølness lighthouse). The airplane communicated [many] times three light signals with a ship. On Thursday evening the machine was again observed from Berlevåg. Many observers declared themselves to be perfectly certain about this thing.

1934 November 10 (Sat) Svenska Dagbladet, p. 3. (card 1)

The ghost flier mystifies Finnmark. / More signals in code to a ship on the coast. / (From our Oslo correspondent.)

OSLO, Friday. Today two reports came to hand in Oslo, which people must unconditionally must ask themselves if they have any connection with one another. [The first is about] the mysterious airplane, flier X, once again seen over the Finnmark, which went over Berlevåg, where it was observed by many persons both Tuesday and Wednesday nights. People saw the light signals from it and heard motor noise as well. The first time the airplane was observed was on Tuesday evening, when repeated disturbances occurred on the radio while people sat and listened to the program. When people immediately thereafter heard motor noise, they dashed out and saw the airplane's light disappear in a northeasterly direction. Later in the night at 1 o'clock the airplane returned, and it is declared with definiteness, that it sent out Morse signals in code. It is declared also that the airplane must have communicated through this code language with a ship which lay off the coast. Those who knew the area declare that the ship lay three miles from land and that it lay and signalled with a white light. The ship was without nationality marks and other characteristics, and people did not successfully identify it.

The other report is a telegram from London, where it is said that Scotland Yard has intercepted unencoded [?] code signals from a ship in the North Sea, and they are clear about it that many persons shortly after these signals were picked up disappeared from their usual places of residence in the dock area and that a rich man, who is known to be connected with the international weapons business (trade), disappeared from London in a northward course in an automobile. For the present the police have set every city between London and Newcastle under surveillance. The director for the weapons firm Soley Armament Company said that the only explanation he can give is that someone has bought a weapons cargo from the continent, which is a very simple affair, to export weapons out to any country, since a ship was on hand in Hull. Another side can be imagined, according to a telegram—that a weapons smuggler has his customers in England and sought to supply the weapons cargo to a receiver off the coast. In every case it is thought to be certain that a weapons cargo ship in the North Sea sought to come in to the English coast.

The ghost flier appears at night also in Västerbotten. / (From our correspondent.)

The same time people in Norway again believed they beheld the much discussed ghost flier, people in Västerbotten also began to fantasize about the same thing. Farmer A. Jonsson from Nätansjö in Va Vilhelmina parish has sent the Västerbottens-Kuriren the following letter, dated 8 November. "Once again the mysterious airplane has been in view. Can the newspaper say what airplane was out and flew the night of November 5? At 3:45 was heard a powerful motor noise which came from the westward and steered a course toward the east. I lay and thought that it was an automobile which came along the road, but no automobile went through the village that night. The day after I hear from many persons that they also heard the same sound. Now I wonder if it could have been the flying ambulance." The newspaper has made certain that neither the flying ambulance in Boden nor the flying ambulance in Östersund made any trip over Vilhelmina parish on the night in question or the day after. The observation in Nätansjö was made the night before Tuesday, while the Norwegian observations were made the night before Wednesday.

1934 November 11 (Sun) Svenska Dagbladet, p. 17.

Meteor blinds Sassnitz ferry passengers. / (From our Scania editor.)

MALMO, Saturday. A large meteor seen at half past 6 this morning from the Swedish ferry steamer on the way from Sassnitz to Trälleborg, was reported to the Svenska Dagbladet's Scania editor. The meteor went in a direction toward the northwest and its glare was so bright that the passengers were almost completely blinded. The light was like a searchlight with a blue-violet sheen, a most peculiar sight, declared the eyewitnesses.

1934 November 13 (Tues) Svenska Dagbladet, p. 1 (LEST 17)

"Ghost flier" seen again in Norway. / Lively signal communications with a strange ship.

VARDO, Monday (TT). The mysterious airplane is asserted to have been seen again in Berlevåg. Both on Saturday and Sunday evenings the machine came out of the east and flew westward, whereupon it returned after an hour. Many persons say they both saw and heard the machine, and there is not thought to be any doubt placed on the truthfulness of this. People thus are said on three times to have seen it communicate by light signals with a ship.

The reports have been presented to the military authorities, who state that they still have not received any reports about the matter.

1934 November 15 (Th) Svenska Dagbladet, p. 17.

Ghost flier seen in Norway at 100 m. altitude. / The machine set a course out to sea. / (From our Oslo correspondent.)

OSLO, Wednesday. A man, who last night passed over the mountains between Skonaving and Berlevåg at Vardö in Finnmarken, saw an airplane which passed at about 100 m. altitude and had a westward course

toward the sea. It was a biplane which went fully lighted and on the cabin was found four windows. The airplane had only one propeller and in front stood a name which began with A.

The event was reported telegraphically to the chief of the 6th division, General Ericksen in Harstad, and this report he forwarded to the commander general. General Ericksen confined himself in the Aftenpost's inquiry to say that the report is a very positive piece of information [evidence]. Moreover the Aftenpost learned that the commander general during yesterday received a report that an airplane for several days past was observed over Ankenes in Ofoten.

1934 November 16 (Fri) Svenska Dagbladet, p. 17 (card 1)

Ghost flier gives Norway a new sensation. / Statement about bribe attempt set the [district attorney] in action. / (From our Oslo correspondent.)

OSLO, Thursday. It unquestionably stirred a sensation when the newspaper Tidens Tegn reported today that one of the newspaper's reporters who this winter gave reports concerning the airplane, this July was exposed to a bribe attempt by an Oslo businessman.

In the article in the Tidens Tegn, which is provided with headlines over the whole first page, it is clear that the businessman concerned addressed himself to the journalist and told that the mysterious airplane now and then could be seen at a nearby stated place. After that the concerned man offered 3000 kr. to stop further investigations concerning the airplane and giving out a code message, which the journalist said he had come into possession of and which had been sent out from the airplane's radio. If the journalist was not content with the offered sum, an additional amount could be paid to his wife. The article in the Tidens Tegn is somewhat unclear. It is clear, however, that the journalist in order to gain time, [asked for] time for reflection. Afterwards he went on vacation and on his return home he found that the businessman had travelled to Macedon[ia].

The Aftenposten reports the remarkable disclosure and emphasizes the striking [fact] that the story was not published till now, but to this the journalist swears that he immediately reported the event to the general staff, where people however [deny] repeatedly [anything he said which made them give the matter] any attention[?]. The general staff emphasizes that the journalist was directed to the police detectives, since the military authorities did not have the jurisdiction to make arrests or institute examinations. The journalist stated, however, that he had not gotten any recommendations to apply to the police. The justice department meanwhile today has taken steps to clear up things and requested the district attorney [?] to make an inquiry.

The [distinctly] well-known [notorious] businessman in Oslo. The first [thing] the police did was examining the journalist [?]. The person who was referred to for his accusation for a bribe attempt is a well-known businessman here. One of the theories which [is circulating] concerning the mysterious airplane has gotten out that it has its operations base on Jan Mayen. The above-mentioned businessman has been interested in the title to this polar island, and he has had a controversy because of it. The businessman is found at present on a trip to Mediterranean countries as a representative of one of Norway's largest industrial firms.

The Aftenposten this evening had a conversation with his wife, who is not certain if she should laugh or cry over this high politics story her husband [is involved in]. The husband is now on his way home and thus soon will get a chance to speak for himself.

Airplane seen in Lofoten on Thursday evening. / (From our Oslo correspondent.)

OSLO, Thursday. A telegram has just been received by the Aftenposten that the mysterious airplane was seen this evening passing from north to south over Ostvågö in Lofoten. The airplane flew at a low altitude and at very great speed. It was illuminated by a white, a red and a blue light.

1934 November 18 (Sun) Svenska Dagbladet, p. 9. (card 1)

Does the ghost flier keep a base in Finland? / The mysterious signals identical with last year's. / (From our Oslo correspondent.)

OSLO, Saturday. Radio signals from the mysterious airplane have been picked up in Berlevåg between 10 o'clock yesterday evening and 2 a.m. These signals have been heard regularly night after night, but in general they begin first the [second or third hour]—on night first at 4 o'clock, however. The signals varied in strength, however always plainly audible, and sent out in code form. The north Norwegian authorities have telegraphed them on to the general staff in Oslo. Here it is reported that two of the signs in the code communications occurred among those which were overheard last winter when the mysterious airplane appeared.

There are still persons, however, who remain skeptical toward [against] the assertion that there should be any special connection of them with the flights. Captain Motzfeldt, chief of the Norwegian army flight school, suggested the theory that what has happened is simply a matter of examination flights for Russian fliers. He [offered] as final proof of this the information that the [flier goes] straight over Scandinavia to the Arctic Ocean and there finds a ship. whose position was known from the start [?]. [It is his duty to get to know] the ship through an agreed-upon code signal and returns when it makes contact. Though Russia is not connected to the international air travel convention, it is not illegal so much as it is not probably [that it is a military machine rather than a civilian plane] [?].

The "Tidens Tegn" gave out today what was, as the newspaper called it, a sensational report that two foreign tourists, who last summer were on a walking tour in north Finland, on one occasion came to a remote farm where they to their astonishment discovered in an outbuilding a large modern airplane. On asking the owner of the farm, a man about 50 years old, if he was a flier, he replied that the

machine belonged to a Swedish friend of his who the day before unexpectedly had come flying. The friend now had travelled to Helsingfors. The tourists expressed their surprise at what appeared to be a very useful machine being allowed to stay behind so far away in the wilderness--it was many miles to the nearest railroad station. The farmer answered jokingly that his friend was a little strange (about it himself) and "doubted if it (would) go." The whole situation was really very remarkable, not less with thoughts of the winter's business.

If the report is correct (true) and after the investigations we undertook, writes the newspaper, no reason was found to doubt it, the supposition is confirmed to a high degree that the mysterious airplane had its base in Finnish territory. The forested wilderness in Karelia, for example, offers an ideal hiding place for an airplane. In this connection it should be noted that the machine, which last winter was seen over middle and northern Sweden, as a rule held to a northeasterly course to the Swedish-Finnish border. Only one was seen to go out over Botten Sea (-southern part of Gulf of Bothnia)--though one which so strikingly revealed itself over Umeå only six hours after the Swedish flier, which was ordered out to hunt the ghost flier, left the city. During the whole week air defense was stationed there, the flier was not seen, but as soon as the flier returned to Stockholm, the uninvited guest came flying down along the Ume river. The only time a westward-going machine was noticed, which came direct from Bottniska Bay, [was] probably from the Finnish coast.

1934 November 19 (Mon) Svenska Dagbladet, p. 20. (card 1)

"Quz" and "Quy" mystify all Scandinavia. / Swedish, Finnish and Norwegian stations seek in vain to disclose the sender.

The radio signals QUZ and QUY heard once again with very strong loudness last night at 850 meters wavelength. On sounding, which was undertaken by Swedish radio stations, it seems that the signals did not come from the north but with great certainty the sending station is located in a southerly direction from Stockholm. The station's exact place, however, still has not been established by sounding, reported department engineer Lemoine in the telegraph office. That the signals should be incorrect on the ground that they begin with Q is mistaken, however, he said. It is found [approved] in the international and telegraph regulations certain signals which begin with Q, but the signals now heard are not recorded there. Moreover the 850 meter band is open for military traffic, and the military, which always broadcasts in code, can very well use signals which begin with Q without it being an incorrect signal. Norwegian Finn country disturbed. / Powerful and plain signals heard time and again. / (From our Oslo correspondent.)

OSLO, Sunday. To the Aftenposten it was telegraphed from

it was ed
Gjetbergen that the report from Sund in Lofoten, that the local telegraph personnel lately intercepted repeated times strange radio signals which must be set in connection with mysterious flight activity. The signals were first picked up quite by chance last Thursday at 22.45 o'clock. It was broadcast on a wavelength of 845 m., something like the same which a Finnmark station uses for its ordinary radio broadcasts, and it was so strong that it completely drowned out every thing else from 100 m. over and 100 m. under the wavelength. The signals were very plain. It was the letters ZQU and QUZ which were repeated [several] times.

On Friday the mysterious signals were heard again, but now it was only QUZ which was sent at the same time as on Tuesday. On Saturday evening people listened with interest for a signal at the usual time but nothing happened then. Meanwhile people continued to listen and after a short lapse of time, then at 23.05 o'clock strong signals were heard again on the [old] wavelength. This evening it was the signal QUY which was sent, however. It was easy for the experienced telegrapher, who picked up the signals, to hear that it was not sent over time by the same hand, and it should be a certain argument that there are two mysterious stations which communicate with one another in this incomprehensible way. As is well known many times also in Finnmarken people have picked up on frequency 845 incomprehensible signals which people have connected with the mysterious flight activities [since] the signals as a rule have been sent at a time when the flier was being observed by many persons. Everything points to [the fact] that the flier now also has broadened his activity to Lofoten in likeness to what happened last year.

Hangö radio out hunting. / (From our Helsingfors correspondent)
HELSINGFORS, 18 Nov. The mysterious radio signals have been picked up even by the Hangö radio station, where people Saturday night about midnight time plainly picked up [with the receiver] call signals from two strong senders on a wavelength of 840-850 meters. One of the stations sent out the letter group QUZ, the other QUY. The difference between the stations' wavelength was about 10 m. The sounding station sought immediately to locate the signals' point of origin, from which people came to the conclusion that QUZ was located 10° eastward and QUY 43° eastward. According to these results the first-named station should be found somewhere off the north Norwegian coast and the last in the area of Kolahalvön.

1934 November 20 (Tues) New York Times, p. 16.

'Ghost Flier' Revives Alarming Rumors of New Soviet Armaments in Arctic / Wireless to New York Times.

HELSINGFORS, Nov. 19.--Resumption of the so-called "ghost fliers" activities in northernmost Scandinavia, which greatly mystifies the public in all north European countries, has revived alarming rumors of Soviet naval armaments on the Arctic coast.

Much attention was created by newspaper statements that Russia has dispatched four large destroyers to a new naval base at Alexandrovsk. It is learned today in reliable quarters that this detachment consists

of small submarine cruisers, of the "O" type, which the Soviet War Commissariat as early as October, 1933, directed to proceed from Leningrad through the newly completed White Sea-Baltic Canal to demonstrate the canal's usefulness in war time.

Equally deep mystery surrounding wireless signals supposedly of military nature, in the Arctic, was today solved by Finnish radio experts. They located the sending stations on the German Baltic coast near Koenigsberg. The signals are believed here to have been in connection with German experiments to perfect military aviation.

BERLEVAAG, Finnmark, Norway, Nov. 19 (AP).--The mystery of the "ghost" airplanes and ships at sea deepened tonight when it was reported two warships, not Norwegian, were observed last night from the most islands in the Arctic Ocean to the north.

1934 November 20 (Th) Svenska Dagbladet, p. 6.

Norway and Denmark take a bearing on QUZ and QVZ. / Two strange warships observed at Lofoten. / (From our Oslo correspondent.)

OSLO, Monday. The mysterious radio signals could be heard this evening as well in Oslo, Bergen, Melto and at many other places in Norway. It is the signals QUZ and QVZ which are sent out. The wavelengths are between 840 and 870. It is reported this afternoon that the navy intends to send an airplane northward, but it has not been possible to confirm this with the authorities. The general staff has instructed telegraph operators to send in reports. It is intended to attempt through cross-soundings between two or more stations to locate the broadcast stations.

At Berlevåg in Lofoten was observed Sunday night two strange warships four quarter-miles(?) from land, going with slow speed westward. The nationality is unknown, but the ships could scarcely be Norwegian when for the present the navy only has one inspection ship on the Finnish coast.

(From our Copenhagen correspondent.)
COPENHAGEN, Monday. At Kastrups airport this evening with the assistance of the airport radio bearing equipment a man sought to locate the mysterious radio signals QUZ and QVZ. But he came to the conclusion that the sending station was located east or southeast of Copenhagen, which does agree with the Swedish assumption that the station is located on the German Baltic coast. In Kastrup the man was only in a position to judge the direction and of the distance to the sending station the man cannot say. Also an amateur listener in Copenhagen this evening has intercepted the mysterious signals on his apparatus. He was not in a position to undertake any soundings, but he said that the sending station either must be very powerful or located at a proportionately short distance from Copenhagen.

1934 December 29 (Sat) Svenska Dagbladet, p. 8.

Ghost flier's radio signals ^{ST. U} remain insoluble. / Norwegian general staff forbids private [soundings]. / (From our Oslo correspondent.)

OSLO, Friday. The Tidens Tegn today publishes a sensational article about the fortunate ~~Ekstrøms~~ newspaper that through radio soundings the riddle of the mysterious flights over north Norway has been solved. The newspaper had arranged soundings from three points in north Norway and during a long time received radio signals which the newspaper asserts came from Russian Karelia. From this the newspaper draws the conclusion that it is a Russian military flier which is occupied with practice flights and that this possibility has a connection with the vessels (ships) which are stationed in the Arctic Ocean (!).

On account of these reports the Aftenposten has learned that it is most certainly correct that the Tidens Tegn attempted to [set up] a private inquiry through radio sounding but that this plan was stopped by the military authorities. The 6th air division for a long time has pursued an investigation because of rumors about the mysterious airplane. During this time the air division has even arranged radio soundings over north Norway. The general staff was given notice that the Tidens Tegn also arranged to [make] radio soundings, [and] issued a prohibition against all private meddling in the official investigation. Meanwhile there has come about no solution to what the secret radio communications go out for, and neither has the Tidens Tegn been able to get this. Commander General Laake said to the Aftenposten that the radio communication, which [does] take place, certainly is not of any direct military significance. Neither is there any fixed point [good reason] to set them in connection with reports of the airplane. General Ericksen in Harstad reported on Christmas Eve a pair of reports of radio communication to which he added a certain weight. These reports have not yet been handed over to the commander general, but taken as a whole the inquiry, which was carried on, does not give any alarming result. If no results come about within the very near future, there is the intention to undertake a search.

1935 January 12 (Sat) Svenska Dagbladet, p. 9.

The ghost flier search an expensive entertainment. / Cost truly not less than 133 500 kr.

Appropriations for unforeseen expenses taken up [amount to] 1 million kr. Of the regular account for use of this appropriation during the foregoing calendar year it is clear that claims take up about 711 000 kr. Out of this, for the strengthening of our departments' committee funds 250,000 kr. was spent, for payment of shipwreck costs (m.m. [?]) [about] 168 000 kr., for repair work on our buildings about 139 000 kr. for alleviation of food shortages in Västerbottens district 25 000 kr. and for the search for the so-called ghost flier ca. 133 500 kr.

1935 October 1 (Tues) Svenska Dagbladet, p. 7.

Firing at Russian airplanes / Circling over the border at Karelska Point (Isthmus).

HELSINGFORS, 30 Sept. (TT) Sunday night one or two Russian airplanes circled over the border area on the Karelska isthmus. At the

same time large military maneuvers went on between Kronstadt and the territorial border, and eyewitnesses reported that three searchlights from Kronstadt followed the machines and showed the way. Furthermore people had the idea that cannon shots were fired from Kronstadt as a signal to the fliers. They flew very low and made some daring maneuvers. They disappeared only when soldiers from a pioneer company opened fire on them. When the machines passed the border, firing was heard from the area of Syntelbäck.

1935 November 11 (Mon.) New York Times, p. 9d.

Addis Ababa Is Baffled by Its Daytime Star / Wireless to the NYT.
ADDIS ABABA, Nov. 10.--All eyes here turned today to a more minute inspection of the mysterious daytime star that is visible, but never very clearly, in the morning. Crowds of merchants and warriors parading before Emperor Haile Selassie halted and gazed at the star for several minutes, and after the Negus had a servant bring powerful field glasses he ignored the troops to peer at the sky.

No one here has a logical explanation for the phenomenon, and the absence of any astronomical talent precludes a scientific opinion. Some contend it is not unusual to see stars in daylight in high equatorial altitudes.

Sun. Nov. 17, IV, p. 9c. Venus. (Expts from Letters)

I read in your paper that Ethiopians have been observing a star in the daytime at Addis Ababa. It may interest you to know that the star they have seen is Venus. On clear days, within the last month, I have frequently seen it at noon with the naked eye. It is getting fainter now as its distance from the earth increases. I don't expect to be able to see it much longer until it becomes an evening star again.--R.H.

KENT, Aberdeen, Md.

1935 December 4 (Wed) Svenska Dagbladet, p. 1.

Russian flier over Finnish territory.

VIBORG, 3 Dec. (TT) At Tuesday noon a Russian airplane circled over Finnish territory over an area of about 5 km radius near the border railroad station, Rajajoki. The machine flew around ten minutes over Finnish territory at a low altitude. It was intended to fire with a machine gun, and the plane probably was hit with many projectiles, because it faltered in the air and must have force-landed directly behind the border. The airplane was a search plane with two [seats]. By all judgments it did not carry photographic apparatus.

1936 April 16 (Th) London Times, p. 9c[1].

Watch for Mysterious Aeroplane

Our Folkestone Correspondent telegraphs:--

A mysterious aeroplane has caused the authorities in the Folkestone district to keep a watch at Capel le Ferne during the past fortnight. It was reported that a machine had flown low over the village, which is between Folkestone and Dover, on two successive Thursday evenings. On the second occasion it appeared to land at a remote spot, but within a minute or so it was seen making its way across the Channel again. A large grey motor-car was seen to come from the place on the second occasion, and to go toward London. Since then the aeroplane, which is said to be of foreign origin, has not been seen.

1936 November 19 (Th) Svenska Dagbladet, p. 9.

Ghost flier again in north Norway. / Reports from different directions.

HARSTAD, Wednesday. (TT) Reports of ghost fliers have started once again to arrive from the northern regions. The observations come now in connection with the foreign warships, supposed to be Soviet Russian, which has been observed many times until recently along the north Norwegian coast. Four road workers from Kvåfjord reported that at half past nine on Tuesday evening and during the next quarter hour they saw a powerful light, which moved westward over Gullefjord. A nuclear view prevailed at the time, and the light and direction of movement for it could be accurately ascertained. The explanation which no doubt prevails is that the light issued from an airplane. People in a yard in Kvåfjord and fishermen who the week before were out on the fjord, say likewise that the sound of an airplane was plainly heard, and on Tuesday evening the sound was heard again.

Sat. Dec. 5, p. 7.

MYSTERIOUS PLANE FALLS IN SOUTHERN FRANCE.

(An airplane crashed in a ravine in Haute-Savoie, and wreckage indicated that it was a Lufthansa plane.)

Sv D. Dec. 17, 1936, p. 11. BRILLIANT METEOR IN ANGERSMANLAND

ORNSKOLDSVIK, Wednesday (TT) A brilliant sky phenomenon was seen at 16.23 o'clock on Wednesday in the firmament in a west-north-westerly direction from the city. A shining body appeared to rapidly approach the earth. At first it had a globular shape, but after several moments seemed to suddenly burst apart and become surrounded with a gaseous cover, gleaming in bluish and red-gold, after which it finally disappeared. By all judgments it was a meteor.

1936 December 30 (Wed) Svenska Dagbladet, p. 12.

The ghost flier appears again over Byske. / Unknown machine observed at many spots in the vicinity. / (From our correspondent.)

SKELLEFTEÅ, Tuesday. For the first time in a couple of years a "ghost flier" has been seen over Byske parish. Two Elfström brothers saw an airplane at 9 o'clock in the evening, with a course from the west toward the sea, and an investigation by police authorities has further confirmed this observation.

Clear moonshine prevailed at the time, which made observation easy. The machine went at a rather great height and according to the Elfström brothers' understanding it had cut off the motor, as if it

wanted to orient itself during its slide-flight out to sea. It could be plainly seen that the machine was a large biplane but of course could not locate marks [to indicate] the plane carried any insignia.

The brothers reported the matter to landfiskal Kröger of Byske district, and he testified that the two brothers are very truthful persons. After analysis confirmed the brothers' observation he initiated an investigation in order to find out whether still more people in the area saw the mysterious machine. According to what was learned from Boden the air ambulance was not out, nor any of the four airline machines in Östersund. It is reported that the military flight activity was suspended during the days between Christmas and New Years.

1936 December 31 (Th) Svenska Dagbladet, p.

"Ghost flier" must be carefully considered. / Authorities should look into reports.

By reason of the reports coming out that an unknown airplane passed over Utterstfors and Byske, the military officer in command in upper Norrland, Major General Reuterswärd, stressed, on the Tidens Tean's inquiry, that out of the reports--of which there have been only [quite?] a few--which during the present autumn have come in to military command about the appearance of "ghost fliers," it seems that these last reports are the ones which give the strongest likelihood that something is really going on. Major General Reuterswärd was reminded in connection therewith of the address which sometime earlier he gave to the provincial government as well as to the customs service and railroad administration in Vasterbotten and Norrbotten, to promptly report observations to him [so something can be done] with regard to secret flights over Swedish territory. The military command should thereafter be able to undertake quickly the investigation of the matter, which will be possible with the [investigators] he has under his command.

1937 January 5 (Tue) Svenska Dagbladet, last p.

Ghost flier over Byske a reality. / Investigation carried out through the military command.

LULEÅ, Monday (TT) The military command for upper Norrland, with the help of field-flier (literal.) Gunnerfelt in Boden, has performed an investigation on account of reports about the known [notorious?] flights over Byske on 28 December. On that occasion flights really seemed to take place, according to statements of the Norbottens-Kuriren. Statements that it could have been a large bird, which flew over Byske on that occasion has no [credit] with those who observed the flight in question. /

Observations in Finland unreliable. / Extensive investigation material presented by the general staff. / (From our Helsinki correspondent.)

HELSINGFORS, 4 January. On Monday the general staff presented for newspaper representatives a concentrated description of investigation records concerned with the so-called ghost flier. The [contention] of the presentation is that most of the observations are quite unreliable, and this being especially true of the luminous phenomenon. As concerns the sound phenomenon, the general staff seems to be inclined to credit it with a greater significance, and it appears as if the ghost flier in Finland cannot yet definitively be declared as written off. By the material it is clear that many of the observations were such that it could be immediately concluded that there was not question of any airplane, [while in other cases the suspicion of a strange airplane at close range yet proved on later investigation to be untenable.] In order to ascertain to how great an extent an ordinary military airplane is observed in the region exposed to ghost fliers, Finnish fliers have been allowed to fly over the area and imitate "ghost fliers." The response (effect) has been overwhelming. The plane was observed immediately, and the sound of it was heard plainly and for many minutes, and all in all this plane showed itself to be much easier to observe and localize [locate?] than the ghost airplane.

The chief of the investigations, Colonel Siilasvuo in Uleåborg, states in a letter to the general staff that it is reported at well-nigh every investigation how many people choose to say they have been witness to some light or sound phenomenon but who, when it is really examined really have nothing to report and no [worthwhile information] other than that in their own imaginations.

1937 January 14 (Wed.) Svenska Dagbladet, last p.

Mysterious flier again over North Norway. / Reliable report to the Sixth Division.

HARSTAD, Tuesday. (TT)--On Tuesday the Sixth Division received a report about a mysterious airplane observed Sunday evening from Nattvannstuen, between Skoganvarre and Karasjokk. The machine was observed by two persons, who saw a light and heard motor noise. The machine's course could be seen by the light of the night sky. It went at a great height in a westerly direction. The reports may be fully trusted. For the past 14 days similar reports have come from the same area.

1937 January 15 (Fri) Svenska Dagbladet, last p.

Does a bomb find confirm the ghost flier? / Military authorities in Harstad investigate.

HARSTAD, Thursday (TT) An interesting find was made today on the western side of Andöya. On request of a Norwegian telegram bureau correspondent the commanding officer of the Sixth Division in Harstad stated that the sheriff's officer in Dverberg had reported several days ago that an object, which was like a torpedo, drifted ashore. The object, which was very large, has now been investigated by personnel from the navy, who recognized it as a smoke bomb of the type fliers use on the open sea. The bomb, which is over half a meter long, could not have lain long in the water, since it only recently began to rust. The find must carry a definite meaning, since it indicates that the so-called

ghost flier really exists. Just from the district where the bomb was found, there was reported to the Sixth Division many times in December that people believed they saw or heard an airplane.

1937 January 24 (Sun) Svenska Dagbladet, p. 11.

Ghost flier observed at Åberget? / Two soldiers see a luminosity and hear motor noise.

LULEÅ, Saturday (TT) To the fortress police in Boden has been reported an observation made by a quartermaster-sergeant and a conscript on 1.19.

While on guard duty at Åberget at about half past 10 on Wednesday evening they heard motor noise from the air and for five minutes observed a luminosity coming out of the xxxxxx south, which at a considerable height moved over Kalasjöberget in the direction of Ådberget. The light disappeared in a northwesterly direction. Both are firmly convinced that the luminosity as well as the motor noise issued from an airplane. The sick-transport plane was not on this occasion on many flights. Again a mysterious airplane on the Norwegian north coast. /

SVOLVÄER, Saturday (TT) From Gimsöy it is reported to the Lofot-Posten that on Thursday evening about half past 9 four fishermen observed an airplane which went in a westerly direction from Lauvik over Gimsöy out to sea, where it disappeared. Immediately after that the fishermen saw a large ship come in toward land at great speed on a northerly course, whereupon it suddenly turned and again set out to sea. They saw two white lights, a large and a small one, while however no side lights could be discovered.

1937 January 2 (Sat) Svenska Dagbladet, p. 12.

Ghost flier seen in Savar. / Two persons observe a flight of an airplane / (From our correspondent.)

UMEÅ, Friday. On Thursday it was believed that the ghost flier was seen again in Västerbotten. The merchant Sandgren of Ytterboda, Savar parish, reported that on Thursday evening at 10 minutes past 8 he observed a light in the evening sky, which could not have been anything other than a light on an airplane. The light seemed much brighter than an ordinary star, and it was in front of the full overcast of the evening. Confusion with a star he thinks is completely excluded, since the light moved quite rapidly in a horizontal direction. It looked as if the light came from Holmsundshället, then from outside (över) Bottenhavet (lake, sea?) and proceeded in the direction of Umeå city. While Sandgren watched the "ghost flier" there also came another person, named Torsten Jonsson, from Ytterboda, who made the same observation as Sandgren. As far as is known no Swedish airplane flew over this area on the evening in question.

1937 February 3 (Wed.) Svenska Dagbladet, p. 11.

Ghost flier again observed over Vännäs. / Passes the old campsite on Monday evening. / (From our correspondent.)

UMEÅ, Tuesday. The ghost flier has not ceased with its raids over Norrland, if a report can be believed which came in to landfiskal Thorelli on Monday evening. There it was announced by a policeman named Fritz Karlsson that at 25 minutes past 8 in the evening he saw a ghost flier over the market town of Vännäs.

Karlsson had come driving a car on the highway between the village of Vännäs and the [business section] of Vännäs and then saw a light in the sky which he at once connected with an airplane. It is not very unusual for an airplane to pass over Vännäs, because an airfield with hangars is located on the old campsite. Only the fact that the machine was out in the evening darkness made the policeman curious. He followed the machine's movements, and believed he found that it came from the north, following a main line with a course somewhere around Vännäs church. It went directly into a turn and descended as if in a glide it would land on the airfield. Karlsson believes what happened is that some military plane intended to spend the night in Vännäs and to gas up by going up to the campsite. His curiosity was awakened and he wanted to see who it was who came at this time of the evening. During the trip to the campsite Karlsson lost the light to sight on account of topographical conditions, but when he came near the camp he was able to see the light go away in the west along the Umeå river valley. He estimated that when the machine disappeared from his field of view it was located in the vicinity of the Koksele ferry. Karlsson admitted that he could not see the machine itself, but he could not think that the light issued from anything else but an airplane. He had gotten in contact with the landfiskal by telephone, so that he might also be able to observe the light, but he was out on official business.

Landfiskal Thorelli states that he reported in the matter to the commandant in Boden, where there was no knowledge that a Swedish machine had flown over Vännäs in the evening.

1937 February 10 (Wed) Svenska Dagbladet, p. 14.

The ghost flier again seen in the neighborhood of Umeå. / Two persons observe a mysterious light at low altitude. / (From our correspondent.)

UMEÅ, Tuesday. It is believed on Monday as well a strange airplane was seen in the region of the city of Umeå. A person, Täfteå, farmer Erik Johansson, saw at 5 minutes past 9 in the evening a brilliant light in the sky, which moved from the north and turned toward the west, as if it went in the vicinity of the city of Umeå.

The witness said he could see the light, which was mixed with red, during a period of about four minutes. It moved rapidly in relation to the stars and went at a relatively low height along the forest edge. After the light died away Johansson met on the way another person from Täfteå, who at once related to him that he too had seen the same light. Neither of the two witnesses had heard any motor noise, though they had stood in the vicinity of a power line, which buzzed loudly. They believed, moreover, that the machine was found at an especially long distance from Täfteå.

1937 February 12 (Fri) Svenska Dagbladet, p. 3.

The ghost flier seen by military men from Boden. / General Reuterswärd proposes special measures.

On January 4 at 1900 hours many officers and men along with two fortress [guards] in Boden, who were in various places within the garrison area and nearby, heard loud motor noise and in some cases saw a light over the fort area, going in a northwesterly direction along the Lule River. The reports, taken together with a report of an analogous observation at 19:15 o'clock on the river approximately three miles northwest of Boden, and with a report later that night from the watch at Fort Degerberg, who at 1:30 o'clock noticed plane motor sound and a light over the fort, going in a southeasterly direction, must be considered to imply that in all likelihood flights took place over the Boden fort and its restricted area on January 4. This seems to be much more probable than the reported explanation of a January 5 training flight of the ambulance plane [and] xxxxxxxxxx this conviction seems to be further strengthened by the observation of January 4. [?]

The military commander for upper Norrland, General Reuterswärd, stressed this in a letter to the defense minister and pointed out that the ambulance plane was not in action at the time for the observations. So far as can be determined neither did any other flights take place. In a separate letter (address) the general requests measures against aerial activity.

Outside the above-mentioned reports there have been a great number of accounts of high flights coming in from various parts of the military district, and a report from Matfors, Tuna parish. With careful investigations, in which ambulance plane pilot Sgt. Gummerfelt assisted, in no case have the observations shown themselves to depend on optical or auditory illusions, while the other observers appear trustworthy. Of these later observations there is thought to be no room for doubt but that unauthorized flights took place, said the general.

Along with the observations are separate reports attached to Gen. Reuterswärd's letter. In these appears, for example, that a master carpenter in Björkelunde north of Boden discerned [clearly] an aerial body which flew through the sky, but he does not remember whether the airplane was a biplane or monoplane. He saw red, white and green lights, but he could not remember in what order the lights appeared. The observer, who according to reports is understood to possess full physical and mental vigor and is fully trustworthy as well, believed it was the sick-transport plane. This episode took place on December 18.

1937 February 12 (Sun) Svenska Dagbladet, p. 14.

Card 1

The ghost flier irritates a pacifist. / Impertinent questions in the Second Chamber by Mr. Lindberg.

On Thursday Mr. Lindberg in the Umeå (s) Second Chamber requested permission to question the defense minister concerning the ghost flier. Mr. Lindberg asked: Does the state minister intend to have carried out a fully objective investigation on account of reports of forbidden flights in upper Norrland? If such is the case, is the state minister willing to see that such an investigation calls on the cooperation of persons outside professional military circles and who could think unaffected by wishes that are outworn, to look into the alleged forbidden flight activity unmotivated by the demand for sabre-rattling[?]

The questioner reminded in his argument that since the general staff chief confirmed that summer that unauthorized flights over Scandinavia occurred, the matter had attracted great attention in foreign countries as well. Many German and French newspapers had declared that there could hardly be any doubt but that Russian fliers undertook search trips over Norwegian, Swedish and Finnish territory.

In autumn too have reports come in of ghost fliers in Norrbotten and Västerbotten. Military authorities in Boden, with the same certainty in the beginning of 1934, have given it out as true that such flights really occur. In Finland, on the other hand, stated Mr. Lindberg, has the position been taken of responsibly holding an extreme skepticism on ghost flier theories, and just a few days ago Finnish general staff chief Oesch gave a statement to a Swedish newspaper of [noteworthy] content. The general cited as an example that the reports of ghost fliers which seem best [established] and well-documented on closer examination showed themselves erroneous.

Mr. Lindberg stated further that according to reports in the press, the military commander for upper Norrland, Major-General Reuterswärd, in a written report and a personal call on the defense minister has demanded extraordinary measures for prevention of the mysterious flights. In this it should still be demanded that in this investigation persons should take part who remain quite independent of the natural professional military interest that [their] military organization get as much reinforcement as possible. For many reasons it is hardly strange that the ghost flier activity, to the extent it actually occurs, is a provocation intended to make the Swedish people willing for further air force armament. / *

For a person like Mr. Lindberg's opinion it is self-evidently excluded that the military authorities' pronouncements on the cause of the so-called ghost flier could in any way suggest how to bring about further air force armament. That hitherto no demands have been made in this direction naturally was passed over without comment. He does not so much as [hesitate for a moment] to throw out reckless insinuations about flying with a provocative aim. It ought not to cause the defense minister any trouble to quickly provide an answer which can be understood by the majority of our people who do not see eye to eye with Lindberg on the defense problem. It should not trouble the others for information from the government side, [which obviously requires confidentiality] to inspect the measures which so far have been taken up at the investigation of the ghost flights. [?]

Austria too has its ghost flier. / Appears over Vienna. "Soviet symbol" or practice in skywriting?

WIEN, 15 February (Times) Austria too has now had its ghost flier. It appeared for the first time on Saturday over Vienna, and then showed itself again on Monday, and like on Saturday began to "write" with smoke in the sky. (While) a police plane, two military machines and two private airplanes went up to attempt to identify it. They could not come very close before the mysterious machine took flight and disappeared. The Deutsches Nachrichten bureau reported on Saturday that the machine had written Soviet symbols in the sky and disappeared "in the direction of Czechoslovakia."

Your correspondent observed the machine on Monday from the moment it began to write till it disappeared, but the "message" was indistinct like a photograph shown in a newspaper. In spite of this there were people who saw in the mass soviet symbols and various signs in the sky. What some people took to represent a hammer and sickle, others believed to be a soviet star, while yet others interpreted it as the initials K.P.D. (Kommunistische Partei Deutschlands) and more as "U.S.S.R.," but all agreed that the smoky pillars were communist signs. A cyclist was so interested that he collided with a car and was seriously injured.

Newspapers have hurried to direct sharp accusations against Czechoslovakia, which now stands to find itself subjected to the most peculiar charges. High-standing advisers in official circles ~~xxxxxxxxxxxx~~ in Czechoslovakia and police and military authorities there will all work to identify the "ghost flier" in order to demonstrate Czechoslovakia's innocence. The affair is a marked example of the power of political propaganda and mass suggestion, [because on Monday evening the certainly credible rumor was stated that stirred up the Austrians was simply an exercise in skywriting.

Wed. Feb. 17, p. 6. It was skywriting! / The ghost flier over Vienna now cleared up.

WIEN, 16 February (Times) The Vienna police let it be known on Tuesday that the airplane which on Monday wrote mysterious signs in the sky over the Austrian capital city, was flown by an Austrian pilot for the sake of practice in skywriting. [At the same time the fact remains that the air police in Vienna are incapable of identifying a rank impostor.] It was not a question of a political demonstration, and the soviet symbols and letters which many Viennese thought they saw on the vault of heaven, were entirely due to mass suggestion.

1937 February 17 (Wed) Svenska Dagbladet, last p.

Norwegian trawler startled by a "ghost flier." / The machine disappeared after it throws out a smoke bomb. / (From our Correspondent.)

OSLO, Tuesday. In connection with the arrest of the Russian spy in Finnmark and the many reports of mysterious airplanes over northern Scandinavia is the sensational matter that a fishing boat came into Aalesund and reported that a large gray airplane was seen to land on the water not far from the boat. The airplane carried red, green and white lights. It stayed off the coast of Sunnmore, and everyone aboard the fishing boat was witness to the affair. The captain said that he thought to investigate closer what the airplane carried, but when it was noticed aboard the airplane that the fishing boat set amourse his way, all the lights were extinguished. Meanwhile the man from the fishing boat could see that the cabin was lighted within. The captain set out at full speed for the airplane, from which a smoke bomb was thrown out and under cover of this the machine took off and disappeared in a northwesterly direction. [Norwegian spy Belgonen had large radio apparatus and signalled the Soviet Union.]

1937 February 25 (Thu) Svenska Dagbladet, last p.

Does the 'ghost flier' get its bearings from Belgonen? / The mysterious night-flier gets its explanation. / (From our Oslo correspondent.)

OSLO, Wednesday. The Aftenposten proposes the theory that the mysterious night flier over northern Scandinavia is only intended to prove secret radio navigation stations effective.

The espionage affair in Tana ~~xxx~~, writes the newspaper, has developed into an affair whose significance is not to be underrated. According to Belgonen's story, at appointed times he would send signals on his shortwave radio to his chief contact in Murmansk. Even if he had nothing to report he had to maintain contact. It is very likely that he is not the only one in northern Norway who is equipped with a radio transmitter. If it is considered that there are many of Belgonen's type, equipped with radio transmitters and in a foreign country's service, then the many reports of mysterious airplanes becomes more credible.

A radio transmitter can be used for other things than the transmission of reports, however, the newspaper points out. It can transmit for navigation. For night flying over great distances toward a set ~~xxxxxxx~~ destination navigation stations are an invaluable help. Thanks to a network of transmission stations an airplane or air squadron can find its way in darkness as easily as if the flight took place in broad daylight. Darkness then becomes only a cover and a time of no inconvenience, whether the true objective is by land or sea. What follows from this theory is that the mysterious flier--if it now really exists--is not only an exercise in flying but likewise of the effectiveness of control by radio navigation stations.

1937 March 2 (Tues) Svenska Dagbladet, p. 7.

That mysterious airplane at Andalsnes.

OSLO, Monday (TT) The Tidens Tegn has had a conversation with the skipper from More, who last week had the sensational encounter with an

unknown airplane between Alesund and Molde. The skipper confirmed the previously provided statement and reports furthermore that the airplane headed from Andalsnes. He answered that Andalsnes, as endpoint for the Romsdal Highway, can be a very strategic point and a place that can be thought of to be the object of special attention for the nightly flights.

1937 March 12 (Fri) Svenska Dagbladet, last p.

A ghost flier which was not a ghost flier.

In the Boden area and in Luleå during Thursday there was lively discussion of the wild rumors about a new ghost flier in vogue because of the particularity that the air force organ in Boden Fortress devoted on Saturday to a report of an observed flight. But after a ~~xxxx~~ thorough investigation it has been declared that no great doubt would remain about the fact that the observed flier was one of the three Swedish airplanes from Östersund, which came up to Boden to take part in winter field exercises. The machine which caused so much needless excitement was aloft to observe the pathways which were laid out previously through the woods by the engineer troops.

The commandant of Boden, Gen. Lagerfelt, ~~xx~~ also released a clarifying communique on the matter this afternoon, which ~~xxxx~~ renders the rumor null and void.

1937 October 3 (Sun) Svenska Dagbladet, p. 5.

The mysterious visit of a German ship. / Report turned over to the foreign (affairs) department.

From the defense department to the foreign (affairs) department has been turned over the report about German warships which visited off our southern coast last week and flights over Swedish territory connected with this.

Wed. Nov. 3, p. 18. Meteor explodes at Söderby hospital.

At 5 o'clock on Tuesday afternoon there was observed in the vicinity of Söderby hospital a phenomenon which was believed to be a comet. It was a shining fireball which was thought to come in a direction from north to south. The brilliant light appeared to dissolve after a minute, when it ~~xxx~~ broke apart into many small particles.

--It was truly enough a meteor, a typical fireball which people saw, declared Prof. Bertil Lindblad of the observatory in Saltsjöbaden. It is not an unusual event for a large meteoric body like this one to enter into the earth's atmosphere, where it shortly explodes. Reports of similar observations come in to the observatory quite often.

Wed. Oct. 6, p. 11. Meteor turns night into day in area of Malmö. / 1936 " " 15, p. 3, last. Giant meteor seen in Gottland, Stockholm.

1936 Dec. 23, last p. German Zepps seen supplying Franco in Spain.

1938 February 1 (Tues) (London) Daily Telegraph and Morning Post, p. 13 (Letters to Editor).

(card 1)

Northern Lights.

Sir--In your accounts of the Northern Lights no reference was made to the appearance of two glowing spheres, resembling large red stars, which appeared in the western sky at the same time. These objects, which were due west of Winchester, were at a great height which formed an angle of approximately ~~xx~~ 30 degrees with the earth's surface.

I first noticed them at 7:30, and with the aid of field-glasses could see that from each ascended a great column of white smoke or steam, which ultimately joined and continued in one column for a considerable height. As I watched--when one of these objects appeared to drop and the other to disappear.

About three or four minutes later they reappeared in the original position, where they remained until about 7:50, when they again disappeared. These spheres were yellowish-red in colour, increasing and decreasing in brilliance.--Yours faithfully, A. SEARLE BUCKLEY. Winchester, Jan. 29.

(Aurora on Monday. Also, letter that aurora makes sound, esp. in north. Th. Feb. 3, p. 11 (Letters) Aurora Phenomena / From / The Hon. Mrs. R. Morgan--Greenville.

Sir--In reference to your readers' letters about the "Northern Lights," I should like to say that from this house at 7:30 p.m., looking due west, we saw a strange yellowish-red light suddenly appear on the horizon.

We thought at first it might be only a motor headlight in some unusual place. It slowly rose, floating in a northerly direction, and ~~xxxxxxxx~~ appearing then like a large reddish planet. Your correspondent mentions two such phenomena. From here only one was visible.

It slowly moved, until at about 7.50 it disappeared, as if suddenly blown ~~xxx~~ out. It heightened the already rather strange feeling of the supernatural caused by the unusual brilliance of the aurora.--Yours faithfully, / Elizabeth Morgan-Greenville / Hammerwood, Midhurst, Feb. 1. (5 p. 11, noise)

1938 February 8 (Tues) Daily Telegraph and Morning Post (London), p. 13 (Letters to the Editor).

Aurora Curiosities

Sir--Like Mr. Sirlé A. Buckley I was surprised that no mention has been made of the extraordinarily brilliant star we saw during the display of the Northern Lights.

We face north. At 7.30, on going upstairs to look round our almost uninterrupted horizon, there shone to our northeast what might have been an enormous shield of ~~xx~~ brass, lighted up by a searchlight.

Before another minute passed it went out. Next day a friend who called asked us if we had seen the star. It is to be wished that next time the Northern Lights appear the B.N.C. would announce the fact.--Yours truly, / B. BOND / Ringwood, Hants, Feb. 5.

(Letters confirming a correspondent's account of "glowing spheres" accompanying the recent display of the "Northern Lights" have been sent by L.F. Grove, B.Sc., and Alec H. Crocker, B.Sc., A.G. Brown and R.C. Mitchard, from Andover, Hants, Swindon and Bath respectively.)
Wed. Feb. 9, p. 13 Aurora Curiosities

Letters confirming a ~~xxx~~ correspondent's account of "glowing spheres" accompanying the recent display of the "Northern Lights" have been sent by A.P. Larkham and K.J. Randall, Ringwood, Hants. Other letters on the "Northern Lights" from W.E. Wilmer, Littlemore, Oxford; Norman Fawkes, Monkseaton; H.J. Ross Bell, Ewell, Surrey; E. Doreen Iale (?), Haslemere; Mrs. R.I. Iremonger, Bristol; Miss F.M. Marwood, Blackburn, Lanes; and John Shelley, Salisbury, are acknowledged with thanks.
Fri. Feb. 11, p. 13 Aurora "Phenomena"

I think I can offer an explanation of the exceedingly brilliant star seen on the night of the aurora borealis by readers at Winchester Ringwood and other places in this vicinity. I happen to be chairman of the RAF Association at Salisbury, and at our meeting last Monday last I was informed that on the night in question the RAF at Boscombe Down were experimenting with parachute calcium flares. I gather that, provided there is little or no wind, the parachute will suspend the flare for a considerable time. I saw the flare on the night of the aurora, but did not associate it with that phenomenon.--CHARLES MOUNT-FORD, 4, Bourne-Avenue, Salisbury.

1942 February 26 (Th morn) Los Angeles Times, ppl. A. (card 1)

ARMY SAYS AIR ALARM REAL / Roaring Guns Mark Blackout / Identity of Aircraft Veiled in Mystery; No Bombs Dropped and No Enemy Craft Hit; Civilians Report Seeing Planes and Balloon

Overshadowing a nation-wide maelstrom of rumors and conflicting reports, the Army's Western Defense Command yesterday insisted that Los Angeles' early morning blackout and anti-aircraft action were the result of unidentified aircraft sighted over the beach area.

In two official statements, issued while Secretary of the Navy Knox in Washington was attributing the activity to a false alarm and "jittery nerves," the command in San Francisco confirmed and reconfirmed the presence over the Southland of unidentified planes.

Relayed by the Southern California sector office in Pasadena, the second statement read:

"The aircraft which caused the blackout in the Los Angeles area for several hours this a.m. have not been identified."

Insistence from official quarters that the alarm was real came as hundreds of thousands of citizens who heard and saw the activity spread countless varying stories of ~~xxx~~ the episode.

The spectacular anti-aircraft barrage came after the 4th Interceptor Command ordered the blackout when strange craft were reported over the coast line.

Powerful searchlights from countless stations stabbed the sky with brilliant probing fingers while anti-aircraft batteries dotted the heavens with beautiful, if sinister, orange bursts of shrapnel.
CITY BLACKED OUT FOR HOURS

The city was blacked out from 2:25 to 7:21 a.m. after an earlier yellow alert at 7:18 p.m. was called off at 10:23 p.m. The blackout was in effect from here to the Mexican border and inland to the San Joaquin Valley.

No bombs were dropped and no airplanes shot down and, miraculously in view of the tons of missiles hurled aloft, only two persons were reported wounded by falling shell fragments.

Countless thousands of Southland residents, many of whom were late to work because of the traffic tie-up during the blackout, rubbed their eyes sleepily yesterday as they agreed that, regardless of the question of how "real" the air-raid alarm may have been, it was a "great show" and "well worth losing a few hours' sleep."

COAST STAYS ON ALERT

The Army's Western Defense Command in San Francisco issued a non-committal statement to the effect that there was a blackout and shooting, and added that no bombs were dropped and no planes were shot down.

The text of the official announcement read:

"Cities in the Los Angeles area were blacked out at 2:25 a.m. today on orders from the 4th Interceptor Command when unidentified aircraft were reported in the area.

"Although reports were conflicting and every effort is being made to ascertain the facts, it is clear that no bombs were dropped and no planes were shot down.

"There was a considerable amount of anti-aircraft firing. The all-clear signal came at 7:21 a.m."

The announcement brought no relaxation of the Pacific Coast's vigilance in the wake of an Axis submarine's shelling of a Santa Barbara County oil field Monday night.

ROUNDUP OF ENEMY ALIENS PRESSED

While military aircraft patrolled the land and sea approaches to this strategic area, authorities pressed their roundup of enemy aliens and other persons whose activities during the emergency period were questionable.

Thirty persons, 20 of whom were Japanese, were arrested during the night and morning.

Police and Sheriff's deputies who rounded up the Japanese /p.A/ acted on complaints by air-raid wardens and citizens that some of the Nipponese were either attempting to signal with flares or other means, or refused to cooperate in making the blackout effective. Some were turned over to the Federal Bureau of Investigation, others were fined, still others were released to await court hearings on their accusations.

Authorities reported the blackout generally successful and promptly inaugurated after the warnings were issued. The 10,000 air-raid

wardens in the Los Angeles area responded to the emergency almost to a man, although it was the first time they had been called out under actual air-raid conditions.

Deputy Police Chief Ross R. McDonald, in charge of the department's war activities, credited the wardens with helping to prevent countless accidents in traffic during the blackouts.

The blackout was not without its casualties, however. A State Guardsman died of a heart attack while driving an ammunition truck, heart failure also accounted for the death of an air-raid warden on duty, a woman was killed in a car-truck collision in Arcadia, an air-raid warden chasing a suspicious character he thought might be a Jap fell and broke an ankle. A Long Beach policeman was killed in a traffic crash en route to duty.

CIVIC CENTER GUARDED

Sheriff's deputies guarded Civic Center buildings with new machine guns of tremendous fire power throughout the night.

Various observers claimed they saw high flying planes numbering one to hundreds during the terrific clamor of the anti-aircraft barrage. Some thought the objectives of the busy gunners was a dirigible, a balloon or possible a drifting barrage balloon.

Other observers, equipped with powerful night glasses, asserted they were ~~xxx~~ unable to see a single aircraft or other object in the sky.

LIVES SAVED

In one instance, the attraction of the aerial display of gunnery paled the night sky possibly saved the lives of two persons.

As the clangor of the anti-aircraft barrage got under way Mrs. Blanche Sedgewick and her niece, Josie Duffy, 14, left their bed in a rear room of the home of Mr. and Mrs. Hugh G. Landis, 1738 W. 43rd Place to watch the firing.

From high in the sky an unexploded shell whistled down onto the concrete apron in front of the Landis garage. The glass in the rear windows was shattered and shell fragments screeched into the dwelling.

One jagged fragment tore through the bedroom wall and ripped the bed where the woman and girl had been reposing.

Other dwellings in the immediate vicinity were pocked by shell splinters.

Whether American interceptor planes took off during the barrage to hunt the unidentified aircraft could not be established.

REPORTS CONFLICT

One official source which declined to be quoted directly said American planes quickly went into action. Another said no United States Army planes took off because of the danger from anti-aircraft fire.

Still another source expressed the opinion that if the unidentified planes were hostile they might have flown from a carrier so far at sea they had no accommodations for bombs in addition to capacity fuel loads, and therefore were on reconnaissance. This, it was said, would explain why no bombs were dropped.

From Akron, O., home of American lighter-than-air experts, came opinions that the Japanese would not employ blimps because they could not obtain fireproof helium.

For the first time in their lives, Southland aircraft workers labored behind blacked-out factory windows while anti-aircraft guns on the roofs hammered projectiles into the sky at intervals.

COAST BATTERIES FIRE

Much of the firing appeared to come from the vicinity of aircraft plants along the coastal area of Santa Monica, Inglewood, Southwest Los Angeles and Long Beach. Batteries in the San Fernando valley aircraft production area remained silently on the alert.

From Santa Barbara, area of the submarine attack Monday night, Dist. Atty. Percy Heckendorf said he would appeal to Lieut. Gen. John L. DeWitt, commanding officer of the Western Defense Command, to make Santa Barbara County a restricted area for enemy nationals and American-born Japanese as well.

"There is convincing proof," Heckendorf asserted, "that there were shore signals flashed to the enemy." Heckendorf said the people would hold Gen. DeWitt responsible if he failed to act.

Army ordnance officers meanwhile were studying more than 200 pounds of shell fragments from missiles fired by the submarine which caused only \$500 damage in the Elwood oil field near Santa Barbara.

1942 February 26 (Th) Los Angeles Times, p. (card 1)

Reporter Reacts Like One Sitting on Volcano / Police With Hallucinations See 150 to 200 Planes in W Sky, but Saner Ones Only Seven / BY RAY ZEMAN

Sitting on the lid of a bubbling volcano is just like awakening during an enemy air raid.

"You wonder in Inglewood whether bombs will fall on the airplane plants or--and here a great big lump comes into your throat--in that pretty yard beside your bedroom window.

The "voooo ooooh" of the sirens first sounded like "just another ambulance." My wife and I wondered whether to go back to sleep.

SEE ANSWER IN SKY

Instead we went to an open window and saw the answer. There would be no sleeping.

We were visiting at the home of her father, Police Judge Frank D. Parent.

"Should we take the baby down to the basement?" she asked me. I thought of running to cyclone cellars in Nebraska, and it sounded like a good idea.

Then I thought of The Times. This might be the biggest story in years. And it might center--that lump popped up again--right here on the aircraft factories.

GET QUICK START

~~xxx~~ Quick conversation, snap judgments and we were started.

The judge guaranteed to watch our son. We didn't turn on any lights. We tripped over shoes in the closet. We couldn't find the right clothes. We stood by an open window instead of lying flat on an interior floor.

Out of all this confusion, we were on our way by foot, to the Inglewood City Hall a few blocks away. There was no chance of backing an automobile uphill in the dark from a strange garage, let alone violating the rules by driving it.

FALLS IN DARK
We walked and fell off curbs in the dark. We noticed two police officers. They were staring at the long fingers of light stabbing the sky.

"Have you seen any planes?" we asked. "Plenty. They must be 25,000 or 30,000 feet high, out of range of the ack-ack guns," one replied.

"How many planes?" we continued. "Oh, 150 or 200, I guess," another officer answered. "They came in great dark clouds. We haven't heard any bombs dropped, though."

CONVERGING BEAMS
The officers were on a hill overlooking a huge area. The converging beams of perhaps 40 giant searchlights would have stunned Cecil B. DeMille in his wildest dreams of motion-picture grandeur.

We shuffled along. Market and Commercial Sts.--Inglewood's principal business thoroughfares--were inky black. A belch from anti-aircraft batteries broke the silence. The crisscrossed beams were crawling southward.

MAYBE ONLY NINE
The enemy planes were moving toward Palos Verdes. We held hands at more curbs and reached the Police and Fire Stations.

Police officers greeted us like old friends. My wife, before newspaper days in New York, was a Times correspondent in Inglewood and other Centinela Valley cities. They remembered her.

"Two hundred planes?" they asked us. "Why those men had hallucinations. There were seven planes, maybe nine."

With masculine shrewdness they pointed to the jail patron for verification. "Seven," she said. "I counted them."

It was a big day at headquarters. Extra shifts of police and firemen were on duty. Practically every other street block in the downtown area had two officers on the sidewalk. Standing by. Preventing robbery by black-out vandals. Waiting. Waiting for that bomb.

There was another roar. Another. Another. The officers told where the ack-ack guns were hidden that sent this death into the air. "Military secret, though," they warned. "Don't print that."

Sheet lightning poured in the general direction of Redondo Beach. **BRILLIANT FLARE**

"What's that?" we asked. The brilliant flare brightened the wall here, many miles from the guns. "Must be the Coast Guard," guessed one officer. "After a submarine, I suppose."

"Hope, it's just some bigger shells," insisted another. My wife shivered. She had been unable to find her hat in the dark. A wind was whistling.

There was a lull. The lights went dead. All was black again. "Kill that cigarette," officers called to each other. They recalled what they had seen. One believed he saw American ships take off and engage in several dogfights with the invaders.

CONFUSED STOREIES
Others denied this. Confusion punctuated their stories. Police and fire cars stood ready to dash to trouble. We stood ready to ride along.

The clock ticked on. The show went on for another performance as lights pierced the skies at Los Angeles Harbor and Long Beach. A ring of shells burst around the point marked by the beams. Then all was quiet.

We called the Times from a pay phone booth in a strangely darkened office building. The telephone company's long distance operator wanted to know the number from which we were calling.

CAN'T SEE NUMBER
"It's dark in here. Can't see the number on this phone. Have no idea where I am."

There was a burst of a shell. The operator must have interpreted that as a number. The call was put through. We went to bed around 4:45 a.m. We had wild dreams. At 7 a.m. we heard bugle calls in an Army camp a few hundred yards away.

Overhead were endless American planes. Outside was a pretty lawn. Sunlight was pouring on. We gave the baby his orange juice and hugged him. Revell was spelling a new day.

LOWER CALIFORNIA AIR BASE ALLEGED.
WASHINGTON, Feb. 25. (UP) Chairman Robert R. Reynolds (D.) N.C. of the Senate Military Affairs Committee, today said that if the planes reported over Los Angeles were Japanese they "no doubt" were based in the Lower California Peninsula.

He also said in a Senate speech that the Gulf of California would afford an excellent location for "sheltering of enemy ships" and that the sparsely inhabited peninsula could be utilized for establishment.

1942 February 27 (Fri) Los Angeles Times, p. 1, 5. (card 1)

Stimson Says 15 Planes Over City / Secretary of War Declares Craft Flown by Enemy Agents Over Los Angeles Area May Have Been From Commercial Sources

WASHINGTON, Feb. 26. (AP)--An Army report that as many as 15 planes may have been operated by "enemy agents" over the Los Angeles area, where an air-raid alarm early yesterday sent anti-aircraft guns into action, was made public today by Secretary of War Stimson.

Coming a day after Secretary Know had told reporters that Navy Department information indicated the episode was "a false alarm," the Army report said the unidentified craft may have been commercial planes flown over the area by enemy agents to spread alarm, disclose anti-aircraft gun positions and test the effectiveness of blackouts. **NO BOMBS DROPPED**

No bombs were dropped, there were no casualties among American forces, no planes were shot down and no American Army or Navy planes were in action, Stimson said.

The Secretary announced that the report came to him from Gen. George C. Marshall, Army Chief-of-Staff, and apparently was based on information relayed by West Coast Army officials.

The conclusion that the planes may have been obtained from commercial sources, he said, was based on the varying speeds of the planes and the fact that no bombs were dropped.

"As many as 15 planes may have been involved," said the report, "flying at various speeds, from what is officially reported as being 'very slow' to as much as 200 miles an hour, and at an elevation of from 9000 to 18,000 feet."

FIRE 1430 ROUNDS
Elements of the 37th Coast Artillery Brigade, composed of anti-aircraft forces, fired 1430 rounds of ammunition between 3:12 and 4:14 a.m. P.W.T. during yesterday's alarm, Stimson said.

The Secretary said the only comment he wanted to add to the report was that "perhaps it is better to be too alert than not alert enough. At any rate, they were alert there."

Stimson said the Army's investigation of the incident is continuing. **REPORT ON RAID**

A stenographic report of the memorandum read by Stimson said: "From details available at this hour:

"1.--Unidentified airplanes, ~~with~~ other than American Army or Navy planes were probably over Los Angeles and were fired on by elements of the 37th Coast Artillery Brigade (that is, anti-aircraft gun) between 3:12 and 4:14 a.m. These units expended 1430 rounds of ammunition.

"2.--As many as 15 airplanes may have been involved, flying at various speeds, from what is officially reported as being 'very slow' to as much as 200 miles /p.5/ per hour, and at an elevation of from 9000 to 18,000 feet.

"3.--No bombs were dropped.

"4.--No casualties among our troops.

"5.--No planes were shot down.

"6.--No American Army or Navy planes were in action.

"Investigation continuing. It seems reasonable to conclude that if unidentified airplanes were involved, they may be some from commercial sources, operated by enemy agents for the purpose of spreading alarm, disclosing location of anti-aircraft positions, or the effectiveness of blackouts. Such conclusion is supported by varying speed of operation, and the fact that no bombs were dropped."

THEY WERE ALERT!

Stimson added: "The only comment I, myself, have to make is perhaps that it is better to be too alert than not alert enough. At any rate, they were alert there."

To a reporter's question, "Is that a report from the West Coast?" Stimson replied:

"It came to me from the Chief of Staff, and it is evidently a report from out there."

1942 February 28 (Sat) Los Angeles Times, pt. II p. 4. (card 1)

Letters
Appreciation (TELEGRAM)

AIR RAID WARDENS OF WALNUT PARK DISTRICT SINCERELY APPRECIATE YOUR EDITORIAL "INFORMATION PLEASE" HOPE YOU WILL CONTINUE TO PRESS ISSUE TO REESTABLISH CONFIDENCE IN CIVILIAN DEFENSE EFFORT
W R LARGE PRECINCT WARDEN / C S BREFKA WARDEN

Raid
I never knew how many important citizens we had until last night when serving as air-raid warden.

Despite the fact that we have heard over the radio, read in the papers and through circulars which wardens distributed throughout the city that in case of an air raid to "keep off the street," with dawn many left their homes and then our troubles began. Few accepted our explanation that we were following orders in stopping traffic, and with few exceptions all were imbued with their importance which they attempted to verify through some printed card bearing their signature. In short, all wanted to become a law unto themselves. To hell with the other man!

To the public I am taking this means of again advising it that daylight dawn not mean a raid has ceased, to obey the law and keep off the street until the all-clear-siren is sounded, day or night.

To my fellow wardens, I would suggest that in the future if a driver refuses to stop, to get his number and report him to the police. He will be punished. The law is back of you! LEON RAINES, Los Angeles.

What's Wrong?

Can you tell me what's wrong with the military in Southern California? All day long we have fast, sleek planes overhead, but when the Japs come over not one of them leaves their hangars. Can't our planes fly as fast and as high, and why can't our pilots pull alongside these visitors and speak to them in a language that they will

understand? I saw that if we can't hit them with anti-aircraft that our pilots should take a crack at them, and if they can't down them at least trail them to their hideout--at least I would identify them. EK.O.L. SWIDER, / North Hollywood.

'No Real Air Raid'

Ordinarily Secretary Knox and I do not see eye to eye, but this time he was right. There was no real air raid over the South Bay District early Wednesday morning. This writer has been a deep sea sailor through the years and knows his stars. It was clear aloft and not a speck of an airship in sight. across

Besides, Tuesday it was being whispered around the bar (not sand bar) that an order had come down from San Francisco for a local blackout. Folks here got busy buying blackout shades. / HUGH GREY, Redondo Beach.

Fireball!

Wednesday morning a friend told me that he had witnessed the first "dogfight" between airplanes over America. Later it turned out that what he had seen was a dogless dogfight, for no enemy airplanes had been "seen or even heard, and that what looked like a balloon had been spotted by searchlights and fired upon. The photograph in Thursday's Times shows the alleged balloon clearly, illuminated by nine converging searchlight beams, and with half a dozen blobs of light from bursting anti-aircraft shells near it. This "balloon" has a nearly hemispherical top, and possibly a similar base. That it was not a balloon seems probable because the escape of no balloon has been reported, as well as because it failed to collapse under intense and apparently accurate shellfire. What, then, was it?

The answer is that it was probably an approximately globular cloud of exceptional character. There is a well known, though rare, meteorological phenomenon known as a fireball. Occasionally such a luminous ball drops out of a thunder cloud and drifts away, looking like an incandescent balloon. The astonishing features about a fireball are two, first its almost perfect sphericity, and second, its incandescence. / HALBERT P. GILLETTE, / San Marino.

Disappointment

Secretary Frank Knox, / U.S. Navy, / Washington, D.C.

Dear Mr. Secretary:

I wish to convey to you my disappointment on reading your remarks concerning the alertness of our Army.

We are proud of the "jittery nerves" of the Fourth Interceptor Command which prompted them to fire at unidentified planes and ask questions, if any are needed, later.

Incidentally, have not the Army and Navy yet learned to work together? Latest information attributed to Secretary Stimson reports that 15 enemy planes flew over Los Angeles. FRED W. SWITZER, / Los Angeles.

A New One!

May I congratulate you upon your splendid editorial entitled "Information Please" regarding our recent supposed enemy air raid and ~~his~~ blackout?

An announcement has just come over the radio that Secretary Stimson admits that there were unidentified planes over the Los Angeles area Tuesday night.

If this is true Secretary Knox's inference that our Army wasted all that ammunition because of "jittery nerves" was most unwise and unfortunate and might have a harmful effect upon the co-operation of the people of this area. Secretary Knox implied that this alarm was a "wolf, wolf" affair.

Perhaps we should have a Secretary of the Navy who would keep himself better informed as to the true condition of our West Coast and whose comments would be constructive and not destructive especially when speaking to the gentlemen of the press. JANE E. TOWAR, / Pasadena.

1942 March 3 (Tues) Los Angeles Times, pp. 1,6

(card)

Raiders Believed Planes Off Subs / Army Confirms Fact Three to Five Enemy Craft Flew Over Los Angeles on Feb. 25; Interceptors Waited for Mass Assault / BY KYLE PALMER / Times Staff Representative

WASHINGTON, March 2.--From three to five light enemy scouting planes--presumably launched from plane-carrying Japanese submarines operating in Southern California waters--are believed to have made reconnaissance flights over Los Angeles and nearby beach communities in the early-morning hours of Wednesday, Feb. 25.

Listening devices operated by the Army clearly detected the approach of a small number of unidentified planes.

Interceptor planes, their motors running, their crews at their posts, waited a signal to go aloft.

FEARED HEAVY RAID

Orders to repel the sky marauders were withheld pending a possible attack in force--which did not come.

That today represented in brief the War Department's tentative conclusions about the most controversial war episode that has occurred since Pearl Harbor.

Supplying the first comprehensive report on the mystery air raid alarm that caused the anti-aircraft defense of Los Angeles to roar into action for more than two hours Maj. Gen. Mark Clark attached to the Army's general staff, officially confirmed the fact that enemy planes were actually overhead during the alarm.

JAP PROBLEM DEBATED

His explanation of what the Army now believes took place during the dramatic episode, which ended with no bombs dropped and no planes downed, was given to a special defense committee of West Coast senators and representatives.

All phases of Pacific Coast defense problems--defensive and offensive, including disposition to be made of Japanese residents in strategic areas--were discussed.

Present at the conference was Secretary of the Navy Knox, who was closely questioned regarding his own "false alarm" version of the raid alarm.

ARMY'S PROBLEM

Knox did not satisfy his questioners on this point, nor did he disclose the source of the information--if any--upon which he based the remark.

Knox took the position that the air defense operation is the Army job and that the Army should have the last word on what actually transpired.

Asked also to explain in the committee what was meant in his statement last week that West Coast defense industries are to be moved "piecemeal" to interior points, Knox asserted that he had been "misquoted."

Or at least misunderstood.

He said he had intended to convey the thought that vital industrial units should be decentralized with provisions for locating different operations of the same plant at distances separate from each other sufficient to prevent any large-scale destruction from sabotage or air attack.

Knox assured the Senators and House members from California, Oregon and Washington that--so far as he knows--the government has no active plans for moving established industries from their present locations.

Discussing the Japanese submarine shelling of the Elwood oil field near Goleta, Knox asserted that the defense of this area as well as other points along the coast is the Army's responsibility. He told committee members that the Elwood field was one of the few stretches of the coast not adequately defended at the time of the shelling.

The fact that the enemy submarine attack at the time and the place the committee was informed, demonstrates the effectiveness of Japanese espionage operations on the Pacific Coast.

SABOTAGE DISCUSSED

The comment opened up the general question of the danger of fifth column work and sabotage by American-born and alien Japanese and led to assurance from Army representatives that large numbers of both aliens and Japanese with citizenship status will be moved within a few days from defense areas near the coast.

Many of the evacuees will be moved to new homes in communities to be constructed by the government and to be under supervision of the Army. The largest of such communities is expected to have a total population of approximately 40,000.

Thousands of others whose services may be accepted for special wartime activities will be allowed to remain in a secondary zone paralleling the first zone and extending far inland. Curfew regulations and other restrictions may be imposed in both zones.

Both Secretary Knox and Gen. Clark expressed strong conviction that recent changes in Army-Navy relations have brought about complete unification of purpose and effort between the two military branches. In some commands--notably in the Western Defense Command--it was said the Army and Navy occupy the same offices and operate under a coordination never heretofore even attempted.

Reverting to the Los Angeles air-raid alarm, Gen. Clark said the Army's listening devices were fully manned and on the alert when the strange aircraft approached. At all times during the alarm, he said, the Army knew that only a small force was in the air.

Had the detecting instruments shown the approach of a larger force our own air defenders would have immediately gone into action.

SMALL CRAFT USED

Such facts as the authorities have been able to assemble, Gen.

Clark indicated, show that the strange craft were of light construction such as might be carried for quick assembly in a large submarine--that not more than five were in the air at any time and that these

probably did come from Japanese submarines lurking near the coast.

American naval and military experts have long known that the Japanese possessed a score or more of long-range, plane-carrying submarines. Whether this knowledge was the sole reason for assuming the Los Angeles sky raiders were launched from submarines, or the Army has more definite information, was not disclosed.

It is understood that the Army and Navy will issue a joint statement on the subject during the week.

1942 March 4 (Wed) Los Angeles Times, part II, p. 4 (eds).

OUR AIR RAID CONTINUES TO REMAIN A MYSTERY

The latest official theory advanced to account for the mysterious Los Angeles air raiders at whom we fired more than 4000 shells a week ago this morning is that they were planes released from Jap submarines lurking off the coast. This replaces the earlier Army theory that the very enemy piloted reconnaissance craft from commercial fields in this hemisphere and (perhaps) that of Navy Secretary Knox that they were figments of someone's fevered imagination.

While more satisfactory in some respects than either of the preceding hypotheses, this new one does not seem to be entirely hole-proof, either. So far as known, no submarine has yet been built to carry more than one plane. So, if this explanation is the correct one there must have been as many subs offshore as there were planes overhead. Secretary of War Stimson and Army Chief of Staff Marshall estimated the number of the latter at 15, proponents of the submarine theory at from three to five.

At the very least, then, there must have been at least three and probably more of the oversize plane-carrying submarines here. Presumably the one which appeared off Goleta the night of Monday, Feb. 23 was one of them. But if so, what have they been doing for the past week? One is reported to have attacked a tanker south of San Francisco.

co Saturday night, but to have been driven off by the latter's deck gun. This is the first known instance in the war when an American merchantman has been able to so defend herself. Theact authorizing commercial ships to carry guns was signed by the President Nov. 18, but more than thirty of our ships have since been sunk without benefit of arms--presumably because of the scarcity of guns and the time required to mount them.

In any case, the San Francisco incident, the air raid incident and the Goleta incident all put together are a pretty small crop for a fleet of superbugs in so rich a hunting field as California's coastal waters over a period of more than a week. Of course they may be here for the climate, but it does not seem likely.

1944 December 14 (Th) New York Times, p. 6

Floating Mystery Ball Is New Nazi Air Weapon

SUPREME HEADQUARTERS, Allied Expeditionary Force, Dec. 13--A new German weapon has made its appearance on the Western air front, it was disclosed today.

Airmen of the American Air Force report that they are encountering silver colored spheres in the air over German territory. Sometimes they are semi-translucent.

SUPREME HEADQUARTERS, Dec. 13 (Reuter)--The Germans have produced a "secret" weapon in keeping with the Christmas season.

The new device, apparently an air defense weapon, resembles the huge glass balls that adorn Christmas trees.

There was no information available as to what holds them up like stars in the sky, what is in them, or what their purpose is supposed to be.

1944 December 15 (Fri) New York Times, p. 13c

B-29's Over Japan / By HANSON W. BALDWIN. / ... A Guess About Spheres

The "silver-colored spheres" that our airmen have reported encountering in the skies above Germany may be new types of floating "windows" intended to confuse the bombing aim of our electronic "magic eye." During the winter months our bombers, more often than not, have been bombing "blind" through overcasts. The target is picked up by radar and the bombs dropped by aid of this "magic eye."

In the past, ground radar, which is used to pick up approaching bombers (even though they be unseen) and to control anti-aircraft fire, frequently has been confused by the dropping of "windows." "Windows" consist of thousands of little strips of tinfoil. As they flutter to the earth, these strips often appear on the radar screen as hundreds of blobs, and it is sometimes impossible to identify the raiding planes.

The new "silver spheres" might represent--but this is only an "educated guess," and there is no certainty that they are--the reverse of this idea. Such spheres, drifting about in the sky, might interfere with and confuse the radar in the attacking planes, thus making "blind" bombing impossible, or far more inaccurate than it normally is.

Th Dec. 21, p. 5f

BERLIN'S DEVICE FUTILE / Silver Spheres Above City Have No Effect, Capital Says. / Special to the New York Times.

WASHINGTON, Dec. 20--No "detectable effects" have been noted from the mysterious "silver balls" that American pilots recently reported, were floating over Berlin, an official Army Air Force spokesman said today.

The objects were described as silver, or silver-colored, but the Army Air Force does not know whether they are metal, the spokesman said. He added that the descriptions had been contained in newspaper reports and that headquarters here had no reports from the theatre.

1945 January 2 (Tues) New York Times, pp. 1 & 4.

Balls of Fire Stalk U.S. Fighters in Night Assaults Over Germany / By the Associated Press.

AMERICAN NIGHT FIGHTER BASE, France, Jan. 1--The Germans have thrown something new into the night skies over Germany--the weird, mysterious "foo-fighter," balls of fire that race alongside the wings of American Beaufighters flying intruder missions over the Reich.

American pilots have been encountering the eerie "foo-fighter" for more than a month in their night flights. No one apparently knows exactly what this sky weapon is.

The balls of fire appear suddenly and accompany the planes for miles. They appear to be radio-controlled from the ground and keep up with planes flying 300 miles an hour, intelligence reports reveal.

"There are three kinds of these lights we call 'foo-fighters,'" Lieutenant Donald Meiers of Chicago said. "One is red balls of fire which appear off our wing tips and fly along with us; the second is a vertical row of three balls of fire which fly in front of us and the third is a group of about fifteen lights which appear off in the distance--like a Christmas tree up in the air--and flicker on and off."

The pilots of the night-fighter squadron--in operation since September, 1943--find these fiery things the weirdest thing that they have yet encountered. They are convinced that the "foo-fighter" is designed to be a psychological as well as a military weapon, although it is not in the nature of the fireballs to attack planes.

"A 'foo-fighter' picked me up recently at 700 feet and chased me 320 miles down the Rhine Valley," Lieutenant Meiers said. "I turned to starboard and two balls of fire turned with me. I turned to the port side and they turned with me. We were going 260 miles an hour and the balls were keeping right up with us."

"On another occasion when a 'foo-fighter' picked us up, I dove at 360 miles per hour. It kept right off our wing tip for a while and then zoomed up into the sky."

"When I first saw the things off my wing tips, I had the horrible

thought that a German on the ground was ready to press a button and explode them. But they don't explode or attack us. They just seem to follow us like will-o'-the-wisps."

[An American Press report from Paris on December 13 said that the Germans had thrown silvery balls into the air against day raiders. Pilots then reported that they had seen these objects, both individually and in clusters, during forays over Germany.]

Lieutenant Wallace Gould of Silver Creek, N.Y., said that the lights had followed his wing tips for a while and then in a few seconds, zoomed 20,000 feet into the air out of sight. Lieutenant Edward Schleiter of Oshkosh, Wis., said that he had seen the "foo-fighters" on two occasions and it "looked like shooting stars." In his first experience with them, Lieutenant Gould said, "I thought it was some new form of jet-propulsion plane after us. But we were very close to them and none of us saw any structure on the fireballs."

1945 June 13 (Wed) Dallas Morning News, p. 12-1

Etex Boys Explain How Balls of Fire Flew on Buzzards

MARSHALL, Texas, June 12.--The mystery of who tied oil-saturated rags to buzzards and set them afire near Linden, Cass County, has been solved, it was announced Tuesday.

Sheriff V.L. Hawkins of Cass County said three boys who live near Linden were responsible. The weird blazes were seen last Thursday night. The boys climbed a forestry tower, caught the buzzards and set fire to the rags they had tied to them," Sheriff Hawkins said. The Sheriff's investigation began the next morning when three women reported they had seen strange balls of fire in the sky the night before.

June 6 '45 p. 1 Jap. balloons shot down near Spokane (Spok. Chron 6/5)

1946

1946 May 4 (Sat) Morgon Tidningen, p. 1.

Does a mysterious light betoken clearer May weather?

A mysterious white shining light over the Stockholm horizon occasioned a lively inquiry on Friday evening both in the newspaper's telephone exchange and with the fire brigade. Some observers also heard reports [i.e., claps, peals], but ~~fixes~~ they actually arose from some blasting ~~which~~ work. (As far as the light is concerned), it is thought at the Saltsjobad Observatory that it probably could be some kind of aurora. People also observed the shining light [out there] in a northwesterly direction. It is believed that a changeover to clearer weather, which is now signalled has some connection with this celestial phenomenon.

1946 May 25 (Sat) Morgon Tidningen, last p.

(Mystery in the sky in Skåne:)/ "Wingless, cigar-shaped body" amazes Landskrona inhabitants / LANDSKRONA, Fri. (TT).

A flying object was observed, according to the Landskrona-Posten, at 2.20 o'clock on Friday in widely separated places in Landskrona. It was described by two nightwatchmen as a fireball with a tail, while a repairman, located 35 meters high, saw it drawn against the sky as a wingless, cigar-shaped body of the dimensions of a small airplane, which at regular intervals spurted bunches of sparks from its tail. All the observers reported that the body flew at about 100 meters altitude at an ordinary airplane's speed and in a southwesterly direction.

1946 May 26 (Tues) Morgon Tidningen, p. 12.

Mysterious sky appearance also in Stockholm.

It is not only in Landskrona and Gavle that fireballs and lighted without wings are seen. Also from Karlskrona and Hålsjöberg are similar observations reported, and many persons in the Stockholm area stated to the MT that they saw the same phenomenon in Huddinge and Hagalund.

No one really knows what is going on. One guess is of experiments with secret weapons, but aviation experts think that in such a case it is curious that no sound is reported in connection with the observations--long-range bombing practice gives off noise.

1946 May 29 (Wed) Morgon Tidningen, p. 7.

The Danes see a mysterious fireball too. / COPENHAGEN, Tuesday (AP)/

The same night that people in Landskrona saw a flying object which flew toward the southwest at about 100 m. altitude, a border guard in Denmark's southern-lying parish, Rudbøl, at Tønder, made a similar discovery.

At 3 o'clock at night the guard saw a bright light, followed by a tail, which very rapidly sailed on a path from east to west, reports the Berlingske Aftenavis.

1946 June 1 (Sat) Morgon Tidningen, p. 11.

A "silver cigar" flies as rapidly as a fighter plane. / KATRINEHOLM, Friday (MT)

It seems as if the mysterious flier, which was observed in Österrike at the beginning of this week, was not altogether an illusion. Yesterday the same thing was reported in fact in Katrineholm. An object which can be compared most closely to a silver-glistening rocket, in the shape of a giant cigar, was [discovered] in the east on the horizon. The time was then 11.43, right in the morning.

The "ghost airplane" had no hint of wings, but on the other hand some thought that it had the semblance of a stabilizer or the like. It travelled very rapidly through the air and many observers pointed out that not even the fastest fighter plane would be able to keep pace. A light rumble (drone) was heard, near the body after it had made a turn toward the west, in a diving continued trip toward the south. The size of the mysterious monster did not agree with that of the one seen at

*Närke, neither was the altitude the same. [As to appearance it came long as an ordinary training plane and went at 300 meters altitude. The Skavsta air fleet out from Nyköping had none of its airplanes up at the right time in the immediate vicinity of Katrineholm. On an airplane seen from the side in broad daylight no wings are visible. Therefore it could be assumed that it was an ordinary airplane that the Katrineholmers saw.

In this connection it can still be mentioned that one of the Katrineholm witnesses saw the object not only from the side but also front to back. The sun's rays in this case were not at their worst sharpness, therefore one with reason can uphold it as all [as] very mysterious.

1946 June 13 (Th) Morgon Tidningen, p. 5.

Sky phenomenon in Eskilstuna. A sky phenomenon of the same sort as was observed yesterday has occurred over Eskilstuna. The observation is reported by an engineer who flies daily and must be thought of as a reliable observer.

-I had just put out [the light] and stood by my window when in the half-darkness I was able to see something come out of a cloud, related the engineer. The bomb, if it really was such, passed west of the city in a northward direction. It seemed as if it was on a descending course at close to a 30-degree angle--on this matter I can naturally not be completely sure--and in such a case ought to have fallen down some[where] in the area, probably going out north over Hugelsta. It could not have been any of our new jet planes, which have a continuous exhaust and thereby [look] like true rockets. The later V-weapons did the same, but the first had intermittent [exhaust].

Svenska Dagbladet, June 12, p. 3. Mysterious "bomb" over Eskilstuna. ESKILTUNA, Tuesday (SvD's corr.) A silver-glistening thing was observed on Whitesund over Eskilstuna. The observer was made by an engineer (pilot?) who flies daily.

He described what he saw as a rocket with intermittent exhaust. He noticed three or four clear "exhaustings" or explosions. The "bomb," if it really was such, passed west of the city in a northward direction. It seemed as if it was descending... somewhere in the area. 1946 June 22 (Sat) Morgon Tidningen, p. 6.

Flaming red meteor in southern Finland. At 22:20 o'clock on Thursday evening a strange luminous phenomenon in the sky. It was also obvious that a meteor was concerned. The luminosity, which was plainly perceptible against the light summer evening, moved slowly forward in a direction from south to north and flamed red. According to the observers' opinion the meteor ought to have fallen down somewhere in the Pellinge area of Nylands island.

1946 July 2 (Tues) Svenska Dagbladet, p. 3.

Mysterious plane over Gävle. / Long gray object disappears in smoke cloud.

GÄVLE, Monday (SvD's corr.) A strange sight in the heavens was seen in Gävle on Sunday evening just before 8 o'clock. Several persons observed an object in the sky which likely might have been a rocket-bomb or something similar.

It went across over the city in an east to west direction at an altitude which witnesses estimated might be 8,000-10,000 meters, but it was plainly seen against the clear evening sky. The projectile, of whatever kind it may have been, could be made out clearly as an elongated gray body with a bright light in the stern end. It disappeared after several moments [as if] in a smoke cloud. 1946 July 10 (Wed) Svenska Dagbladet, p. 3.

Meteor or radio bomb. A mysterious phenomenon of the heavens--a meteor or a radio-directed projectile--was seen at midday Tuesday over the east coast. It was a brightly shining ball with a long tail, which was seen in the Stockholm area and up in Medelpad.

In the Stockholm area the ball was observed around 14.30 o'clock. The ball, which shone with an intensely white light, was around 1/3 the moon's diameter and the tail 10-12 moon diameters long. The projectile moved in a direction from west to east. Somewhat later was seen a similar ball in various places in Medelpad, and it is not impossible that it [belonged to] the same phenomenon. The ball, which resembled "a comet with a blue-white trail after it," had an easterly course. Also, it was observed from Lv 5 [?], where the projectile was seen to rush from over the Södra mountains at a low height. In Nedan-ejö [?] and Norrhassel as well, similar observations were made. In Nedanejö the projectile made a curve and descended, leaving a green streak and a 40-50 meter long tail of fire. It is not thought improbable that the projectile [came in] over land and later turned. A phenomenon of this type is known to be observed daily off the Norrland coast, then for the last few days in the Gävle area. 1946 July 11 (Th) Svenska Dagbladet, p. 3, 9 (card 1)

(Swarm of projectiles): / "Radio-bomb" falls on bathing beach in Medelpad. / Fragments investigated by experts.

On Wednesday reports came in from many parts of the country about observations of the mysterious "radio-bombs," which on Tuesday were sighted not only in Medelpad but also in Dalarna and Värmland. This projectile observed in Medelpad fell onto a bathing beach, and fragments have been found, which now are subject to expert investigation. The defense staff in a communique urges the public to report without delay all sightings of mysterious luminous phenomena.

The projectile over Medelpad on Tuesday fell on the bathing beach Norrvikssand at Björkö, Njurunda. A great many bathers lay and sunned themselves on the beach only 20 meters from the fall, and [some-

thing of a company] sat at a coffee table at almost the same distance away as the projectile fragments came. To continue with it, a faint thud was heard and a fiery streak seen; that was all. When the matter was investigated more closely, a small pit was found in the loose sand, about a couple of decimeters deep and a meter in diameter. But people searched further and found a mass of fragments which were thought to indicate a meteor fall. A find which your correspondent made on the beach on Wednesday morning, however, seemed to point in another direction. A meteor should hardly [take after] [be withdrawn from] a cylinder. Out from the Norrvikssand are located six summer cabins. The area is secluded, about three km. from Björkovägen. One of the summer cabins belongs to airline pilot Torvald Linden, who, when the "meteor" came, had some visiting neighbors around a coffee table outside the cabin.

The projectile's light darkened the sun's rays. --Who first discovered the phenomenon out on the beach was a summer guest, Mrs. Söderberg, and she called my attention to it, said Mr. Linden. The projectile gave off a blinding light. It was indeed so bright that the sun's rays happened to dim. The projectile went quite low, [its height] highest speed at 50 meters per second. It descended at a 40-degree dive angle and fell into the sand, yet without any immediate report [peal, clap]. At a distance of only 20 meters lay some young girls and bathers, and they saw how the sand spurted up. After some time we found the crater, which however was rather modest in size. Spread all around was discovered thus a mass left by the mysterious sky-projectile. It mostly looked like porous slag of various colors--from burnt yellow to black. Some small bits were nearly in powdered form, and when they were taken in the hands, they [i.e. the hands] began to smart as if from lye. Likewise it smelled with the odor of just this stuff. The projectile, which had a northeasterly direction, was accompanied by a luminous tail of 40-50 meters.

Many kilos of slag from the thing. The summer guests in Norrvikssand began at once to gather up the pieces in bags, and it turned out in the end to be many kilos of slag of various colors. A part of the collected pieces brings to mind burnt bits of metal. Ten meters from the fall your correspondent found, on searching and Norrvikssand on Wednesday, a burnt-brown object with a hollow cylinder. In color and consistency this object was like most of the other objects turned up. The cylinder had a diameter of about 25-30 millimeters. The military authorities later took over the find.

Paper or film fragment with squares. Tests on the remnants of the projectile were referred on Wednesday to Dr. Backlund at the Cellulösabolagets Investigational laboratory in Kubbekensborg, and he has undertaken an analysis of them. Dr. Backlund's first analysis of the small sample has had a sensational result. [At first] he gathered a bit of gray-white loose material under the microscope from [a piece] of paper or film fragment, which appeared to be divided up into squares something like a [checkers] or chessboard. The paper or film coating was only about a quarter-millimeter in surface. That the material in question is not of any celestial origin we can establish at once, said Dr. Backlund. It was, on the contrary, as easily as anything you could ask for. The other tests require more time to analyze. It is a hard-fallen object but yet seems to contain coal particles. What else can be found will be seen when the analysis is completed.

Many mysterious projectiles observed in Dalarna. BORLÅNGE, Wednesday (SvD's corresp.) A couple of meteor falls took place on Tuesday in Dalarna, one in Söderbärke and one in Mockfjärd. On Tuesday afternoon a wife in Huggnora was busy washing on the shore of Lake Barken. Then she saw a falling object, which came at great speed from the northeast. It was changing blue and green in color and had a long tail after it. It tumbled into the lake at about 100 meters distance from the observer at Hedudden outside Sorbo. At this time a strong wind was feared, [blast?], [yet no sound proceeding from the meteor could be perceived]. The water is quite deep at the place of the fall.

At almost the same time, at half past three in the afternoon, was a young man in Mockfjärd observed a silver-colored star which with great speed and a whistling sound neared the ground. It fell down about 150 meters from the young man and [in fact] the meteor developed an intense light, which blinded the observer. For that reason the young man cannot state any exact point for the impact, but it must have happened on Mt. Landholm. A strong smell of [something] burnt remained behind over the place for a quarter hour's time. The terrain is covered with heather and moss, and is located in a good-[sized] hollow.

Comet-like object seen in Värmland. KARLSTAD, Wednesday (TT) In Hagfors in Värmland has a comet-like object been seen a well. At 14.35 o'clock on Tuesday the "projectile" came from the north in a steep dive toward Lake Ullen. At Ravberget it extinguished and a couple of meters over the surface of the water, but this does not preclude that it first hit the mountain, declare three eyewitnesses.

1946 July 11 (Th) Svenska Dagbladet, p. 9. The military has a bomb fragment.

The chief of the defense staff reported on Wednesday evening around 14.30 o'clock on July 9 a luminous phenomenon was observed at many places in the country.

In this manner was sighted many places in the Stockholm area a bright shining body with a blue-green tail. At the same time something similar appeared in the Sundsvall region, where a fall also occurred. On the spot of this [event] fragments were found and carefully sent through the military authorities to Stockholm for analysis. This [will be done] at the defense research institute.

In order to continue the investigation it is important that observations made be reported quickly, [so] the public is urged without delay to report on this by telephone or post to the nearest military post or to the defense staff's air defense headquarters, telephone [code] Military staff, post address Stockholm 90.

1946 July 13 (Sat) Svenska Dagbladet, p.

Projectile falls in an open field.

Further reports have come in of observations of a mysterious flying object, and eyewitnesses assert that they saw a "fireball" fall.

At Dalaholm, just out from Lidköping, several persons on Thursday afternoon saw a winged projectile with a [tail] shining like copper and with a ball, after which came a roar (hum) about 50 meters over their heads. The projectile fell in an open field, where no one has yet bothered to make any investigations.

From Mariestad it is reported that there was seen a flying object with a silvery-shining tail in Otteralätten, near Fagerlid, both at 14.30 o'clock Tuesday and on Thursday between 7:30 and 8 o'clock. Also in western Hälsingland a fireball has been seen. In Ramsjö, four miles north of Ljusdal, a pair of persons on Thursday afternoon observed a fireball which was thought to go straight over the treetops. The ball seemed to be the size of a head and left behind itself a four or five meter long fiery tail. It went eastward. At about the same time other persons saw a fireball fall into a lake in the Ramsjö area.

A "rocket bomb" also has passed over the Västervik area. A Västervik family and a Stockholm lady who were on a visit to a farmer in Gladhammar at 14.30 o'clock on Wednesday discovered an object passing over the treetops at a low altitude and disappeared behind the woods. Two persons saw a blue or green streak and another [saw] as well a small object ahead of the streak. No sound was heard. Clear sky and visibility prevailed. The direction was easterly or perhaps northeasterly and the path horizontal.

A mysterious fireball was observed between 13 and 14 o'clock on Thursday over Köpingsvik bathing area north of Borgholm. It looked like a light green, brightly shining ball, which moved with great speed in an easterly direction. Behind the "ball" appeared a spiral-shaped violet streak of light. According to what many observers tell, the luminous phenomenon disappeared suddenly [into thin air]. No trace of it could be found.

1946 July 17 (Wed) Svenska Dagbladet, last p.

Ghost projectile seen in Matfors. MT

SUNDSVALL, Tuesday (TT) Ghost projectiles continue to be seen in Norrland. At 22.30 o'clock on Tuesday this thing passed Matfors again. It was a factory worker who saw it, when he together with several other persons were out and cycling. The projectile flew over Matfors and continued in the direction of Sundsvall. It was furnished with a tail and gave out a bright white shine.

Ghost rockets over Norway. STAVANGER, Tuesday (TT from NTB) According to Stavanger workers it seems as if "ghost rockets" now also have reached Rogaland. At 23 o'clock on Saturday several Stavanger inhabitants caught sight of a lighted object which drew near from the southeast. It was like a projectile. The object flew at a high speed at a very great altitude. The projectile gave off a bright yellow-red light and could be followed until it little by little disappeared in a northwesterly direction. It kept the same altitude at all times and the witnesses--a total of four persons--emphasize that it did not move like a meteor.

1946 July 19 (Fri) Svenska Dagbladet, last p.

Space projectile seen at two places.

GOTEBORG, Thursday (TT) A person in Gråbo at 11.40 o'clock on Wednesday observed an "aerial torpedo," which with furious speed at a very great height flew forward in a northeasterly direction. After 10-12 seconds it was out of sight.

SUNDSVALL, Thursday (TT) A new space projectile was observed at 10 o'clock on Thursday by three workers at the Ortvik factory outside Sundsvall. It was an oblong silvery-shining piece which happened to go at 200-300 meters high without giving off any sound or displaying any smoke. The direction at the beginning was northeasterly, but before the projectile disappeared it had made a northwesterly turn.

1946 July 20 (Sat) Svenska Dagbladet, p. 3.

Ghost projectile in Nederkalix.

Also from upper Norrland has now come in a report of a space projectile. A farmer asserts that on Friday forenoon he observed one of these descend into a lake in the vicinity of Nederkalix, reported to the defense ministry.

From Kalix it is reported that the person who saw the projectile did not hear any explosion at the fall in the water. It is hoped now that the projectile can be saved relatively undamaged.

In Norway too projectiles fell during Friday. See p. 11.

1946 July 20 (Sat) Svenska Dagbladet, p. 9 (117) (card 1)

Rocket bomb falls in Mjosa.

OSLO, Friday (Svd's Oslo corr.) From Fearing today in the forenoon the Afterpost received the sensational report that two rocket bombs fell in Lake Mjosa last night.

The rocket bomb looked like a miniature airplane of about 25 m. in wingspan and came at night between 24 and 0.30 o'clock from the west at a low altitude over the southern section of Fearing, where it was observed by many persons, among others, those at the Hasselbacken Hotel and at [Hotel] Anas. It carried no lights. People were made aware of it by a loud sighing sound and immediately afterward the bomb could be seen coming with furious haste. The speed was so great that traffic (passerby?) stopped and waited till the bomb passed. The

next night out in Mjosa, nearer to the Fearing side, the water was struck with a loud splash and a high vapor-cloud [was raised]. The Afterposten today has had a talk with local police authorities in Hurdal and Fearing, who were able to confirm that the ghost bomb was observed by many trustworthy witnesses. The place where the flying bomb went down lies one mile north of Minnesund and Mjosa is rather deep, so the finding of the rest of the bomb can be certain. The sheriff comes now to directly inform the defense high command so that a basic investigation can be undertaken.

An aluminum-colored (shining) cylinder. MT
SUNDSVALL, Friday (TT) The projectile which in Thursday noon was sighted by three workers at Ortviken was observed a while (moment) later by a Sundsvall resident, royal bank accountant Gunnar Falck, when he was up at Norrestadsberget. He believes he saw an aluminum-colored projectile which went in a northwesterly direction. The height was difficult to estimate, but the speed happened to be not very great. No smoke appeared behind the projectile and no sound could be heard from it.

Ghost projectile over Västerbotten. SKELLEFTEA, Friday (TT) A ghost projectile was observed at 20 o'clock on Friday over Furnogrund in Byske by two persons. It had a westward course and an ~~xxx~~ altitude estimated at 600 m. The phenomenon was accompanied by a blue-white shine, but neither was any sound heard nor smoke observed. From southern Västerbotten as well the sighting of a projectile is reported. It appeared at 20 o'clock both at Vännäsby, three miles from Umeå, and in Lever in Nordmalings parish. It travelled rapidly from the southeast toward the northwest. One of the witnesses described it as a red ball and one thought he saw it accompanied by lightning phenomena. An observer said he saw a shower of sparks in connection with the projectile's trip. On Friday came a report from Boleby, outside Piteå, where a farmer, Leonard Danielsson and his two sons discovered in the sky at 11:30 o'clock a space projectile like the one seen the day before in the Sundsvall area. The course was northwesterly.

1946 July 21 (Sun) Svenska Dagbladet, p. 3.

Ghost projectile delved for in Norrland lake.

The mystery of the many space projectiles stands at last to get its solution. In a lake in Norrland indeed a military crew [attempts to] delve out one of the things, which on Friday midday fell down into the lake, where holes are now made after the projectile. Great expectations are entertained for its recovery in relatively undamaged condition.

A military crew of ten men was sent to the lake on Saturday, and after eyewitnesses guided them out to it, the place was quickly [located] where the projectile bored itself into the lake bottom. The water depth here is only 75 cm. and the projectile had made a hole more than a meter wide, which was very deep. At the beginning an oar was stuck down in the hole but did not reach the bottom, whereupon an extra tool was sent for. The projectile clearly had had an unheard-of speed on impact, wherefrom there was witnessed a great amount of mud which was thrown a long way around the falling-place. According to what the Svenska Dagbladet gathered it is hoped that thanks to the mud, which moderated the violence of the fall, the projectile can be found largely intact. It is thought to allow for several days' work in the lake before the thing can be delved up. And already there ought not have been such a long delay before it is clarified where it originated.

1946 July 22 (Mon) Svenska Dagbladet, p. 3.

Scientists to the "bomb lake" by airplane. MT

The search for a "space projectile" at the bottom of a Norrland lake, where one fell at Friday noon according to an eyewitness, continues constantly, but so far no trace of the projectile has been found.

The military crew, which already on Saturday was sent to the lake, has turned its attention now to search through the whole course across the lake--an area of 200X200 meters. Because of the deep mud, "probe search" methods have been resorted to, that is to say that at every half meter a long feeler (probe) is driven down into the mud. The maximum water depth is two meters.

A search with ordinary military mine-detection equipment failed, since this equipment is not constructed for as great a depth as occurred here.

Special officers and scientists from Stockholm, that is, from the defense research institute, who on Saturday travelled by plane to the fall site, returned Sunday evening without having achieved their goal.

On Monday came the crew which [relieved the workers in the search]. The work on this will be pursued until either what is sought is found or it can be declared that the hunt is in vain. There is still hope, however, that positive results will be obtained.

The space projectile is still in the lake. LULEÅ, Sunday (TT) Another fall of a space projectile happened on Friday in southeast Norrbotten. An 11-year old son of a farmer [claimed] that at 11.30 [he was] fishing in a tarn, when he saw an object which with great speed fell down into the opposite end of the about 150-meter broad tarn. On impact it spewed a water fountain to 10-15 meters up into the air, but he did not hear any explosion. Military personnel have set in motion a search for the projectile.

1946 July 23 (Tues) Svenska Dagbladet, p. 9.

New ghost bomb has been sighted.

A ghost bomb appeared, according to what has just now become known, on Thursday evening over middle Sweden. The witness described the bomb as a spool-shaped, metallic-shining projectile with a direct southerly direction and its height was estimated at about 400-500 meters. Any descent could not be observed. The bomb moved with about the same speed as an ordinary airplane but altogether soundlessly.

Six persons saw a flying body in the sky.

The latest report of the mysterious space projectiles comes from a coastal place in middle Sweden where a flying body was observed on Tuesday evening.

It was a company of six persons who at 22 o'clock saw the mysterious object. One of them, notary E. Nordin of the Swedish business bank, relates that the phenomenon can be described as a lighted body. It passed at some hundred meters high in a direction south to north and shone with a yellow-white light. The thing crossed the heavens completely soundlessly and had about the same speed as an airplane.

At the "bomb lake" in Norrland, where one of the projectiles fell, systematic investigations continue, but so far nothing has been found of the fallen object. The lake is about 200 meters wide, and it is known where the projectile fell. But in the about four-meter deep mud it could have a different direction and lodged a far from the place of impact. There is a troop of twelve men from a military [company] who are [charged] to seek after the thing, and they have taken such a methodical course that sooner or later the thing must be discovered. The water depth is about two meters and the mud has a thickness of about four meters.

1946 July 25 (Th) Svenska Dagbladet, p. 5.

New aerial torpedo seen in Norrland. MT p. 3

Reports of ghost projectiles stream in continually to newspaper editors from Norrland. The latest report comes from a person who just before 19 o'clock on Tuesday saw a silvery-shining torpedo in the air. It went remarkably low, and disappeared little by little in a cloud. Before that it could be plainly discerned all the while. The object looked most nearly like a balloon, said the report. Last week a similar phenomenon was observed three evenings in a row in almost the same direction.

1946 July 26 (Fri) Svenska Dagbladet, p. 11.

Space projectile seen again in southern Sweden.

According to what has become known, on Monday there was observed a space projectile in southern Sweden. It was described as long and narrow and gave out a humming sound almost the whole time it could be seen. Also on Tuesday was sighted a meteor or similar object over southern Sweden by many persons. Just before midnight appeared a brightly luminous fireball which was thought to explode with a sizzling sound and an intense reddish shine.

1946 July 28 (Sun) Svenska Dagbladet, p. 5.

Space projectile causes a fire? MT p. 5

IN SUNDSVALL, Saturday (TT) An explosive kind of fire which perhaps can be set in connection with the sky phenomenon last week broke out at 9 o'clock on Saturday morning on a farmstead in Norrland.

A housewife in the garden suddenly heard a powerful explosion and then she gazed out to discover that her henhouse was on fire. It had stood unused for a couple of years. Its electrical wires were disconnected and nothing combustible or flammable was kept in the building. Since a "ghost bomb" was observed yesterday over the area there has been no other explanation available than that one of them fell down on the building.

1946 July 29 (Mon) Svenska Dagbladet, last p.

Ghost bomb discovered?

SUNDSVALL, Sunday (TT) A rumor has asserted that the so-called ghost bomb, which fell into a lake in Norrland, was found on Sunday.

The speaker said he got the report from a credible person. [All instances having to do with this matter] are disclaimed, however. The proper information officer declared that a specialist from Stockholm set up an effective search. After this investigation the information officer talked with him, whereupon the specialist did not state if [there was] any find but rather that the search must be made thorough. The officer thought that the rumor came about through this specialist's visit.

1946 July 30 (Tues) Berlingske Tidende (Copenhagen), p. 7.

"Ghost Rocket over Sjaelland. / One Observed at Slagelse-Egnen Saturday Afternoon. / From our correspondent.

SLAGELSE, Monday evening.

The mysterious "ghost Rocket" which recently has many times appeared over Sweden and has given occasion for many conjectures in the entire world press, seems also now to have been observed in Denmark.

In Høng, north from Slagelse, many of the inhabitants saw [there] on Saturday afternoon a shining, silvery object in the shape of a projectile, which with great speed crossed the clear blue sky in a direction from southeast to northwest.

It passed very rapidly, presumably in a run of about ten seconds, and none of the eyewitnesses were in a position to account for the clearness of the surprising sight. The observers' statements, in regard to time and appearance, however, are in close agreement, and there was agreement that it could not be said to be any airplane, likewise neither fire nor smoke appeared in connection with this phenomenon, in contrast to what was the case with the body which was observed over Sweden. Perhaps it was due to the bright midday sun, but but the [speaker] decided in favor of [bad] sight, that no one has [suggested] "projectile" in these circumstances, as earlier was known from the Swedish precedent.

Wed. July 31, back p.

Today's Aspect. / It is reported from Høng that people have observed one of the mysterious ghost rockets over Byen.

People breathed a little scared in Høng the other day. / The result was unrest in the community. / It was like a great meteor / in and arc over the region below.

People thought at once of this rocket which travels so mysteriously / in the bright [neighborhood] of the city like a shining star, / as if it were [made] of tin foil.

An uneasiness came back at such a bright ghost [dragon], / which travels past in the strangest maneuvers. / But surely people can be at ease in Høng.

It was not a great power on an expedition of war. / It was one of the well-known Høng [inhabitants] [cheeses] / who had gotten to living it up a little again / and took a trip over the rooftops.

1946 August 1 (Th) Svenska Dagbladet, p. 5.

Ghost bomb was not the cause of the Svartviks fire. MT p. 3

SUNDSVALL, Wednesday (TT) At the investigation about the fire in the Svartviks sulfite (?) factory's lumber stock, when a million cubic feet of materials were destroyed, the source of the fire has not yet been established, but the police will not believe in the theory that the fire possibly was created by a "ghost bomb fall."

Nothing has been found which specifically supports this theory.

People have neither heard nor seen any sign of a "ghost bomb."

1946 August 2 (Fri) Svenska Dagbladet, p. 3.

The ghost bombs are V-2 bombs, believes a specialist.

NEW YORK, 1 August (SVD's New York editor) Reports from Sweden claim that the Russians are in fact carrying on experiments with V-2's at Peenemünde in northern Pomerania, asserts a German rocket expert to the New York Herald Tribune's correspondent in Frankfurt am Main.

The man who spoke to the American newspaper, who worked at Peenemünde and at other experimental stations during the war, says that there have been unconfirmed reports from the Russian zone about rocket factories and laboratories at Nordhausen, Bleicharde, Sondershausen and Sealfeld being again in action. In Nordhausen was located an extensive underground factory for V-2 bombs during the war, and if reports from Stockholm are true, it indicates that the Russians have set in motion the famous rocket base at Peenemünde. This place was bombed many times by the British, but when the Tribune correspondent's informant evacuated during the last weeks of the war the equipment was for the most part undamaged. Most of the rocket specialists, who afterwards were captured in the American zone, were then sent to the USA and England to continue their work.

1946 August 2 (Fri) Svenska Dagbladet, p. 7.

MT, last p.

Space projectile explodes.

SUNDSVALL, Thursday (TT) At two places in Norrland space projectiles were observed on Thursday. In one of the cases the projectile appeared as a metallic-gleaming object, which to a rather great extent resembled an airplane.

The flying object was observed for at least five minutes by seven or eight persons. The speed did not seem to be particularly great. The projectile, which glinted almost white in the afternoon sun, went at a very low height and disappeared behind a mountain. The distance to the projectile was estimated at six to eight kilometers. The object passed altogether soundlessly.

At a place in middle Norrland two persons on Thursday evening observed two space projectiles which went out over the sea. The first went higher and exploded over the water. It had a strong bright luminous yellow-white tail. The other space projectile was thought more [brightly] lighted. It exploded too. Both objects were cigar-shaped. No estimate of size could either witness give.

1946 August 3 (Sat) Svenska Dagbladet, p. 3.

Pit in the ground a ghost bomb mark?

A pit has been found in central Sweden and this pit perhaps can be linked with the observed fire phenomenon, reports the defense staff's air defense division. Specialists have carried out an investigation of the place, but any further reports have not yet been received by the defense staff.

Sat. Aug. 3, last p. Space projectile seen in Norrland.

SUNDSVALL, Friday, (TT) A space projectile was sighted at 22.20 o'clock on Friday over a city in central Sweden. It had a luminous tail. No sound could be heard and in the darkness neither was it possible to judge the height and speed of the object.

1946 August 5 (Mon) Svenska Dagbladet, last p.

A space projectile again seen in southern Sweden.

MALMÖ, Sunday (TT) A space projectile was sighted late on Sunday in southern Sweden. The person who observed the appearance reported that the projectile had a very slight hint of a tail. The phenomenon lasted only a few seconds, after which the fireball disappeared above the clouds. It had an orange color.

1946 August 6 (Tues) Svenska Dagbladet, p. last p.

Mysterious space projectile was airplane antenna.

MALMÖ, 5 Aug. (TT) A mysterious object, which was at first thought to be a ghost bomb or else a part of one of them, was discovered on Friday by a farmer in southern Sweden. He summoned the local constable who dug for the object, which had buried itself 25 to 30 cm. deep in the ground. The find was like an oil can and had a length of around 10 cm. At one end of it was found a 50 m. long copper wire and the whole "can" weighed around a kilogram. The constable ventured no investigation of the find other than to notify the military authorities. Afterwards it was reported to the defense staff's air defense division that the object found was a detached Swedish airplane antenna.

1946 August 6 (Tues.) Morgon-Tidningen, p. 7.

(Clear into Överkalix:) / Lake drained for ghost bomb. / Överkalix, Monday (TT).

The crash site of the space projectile in the Överkalix area can now be stated with certainty. The latest is that on Tuesday it was reckoned that salvage of the thing could start--[whatever it might be]. As a sign that it is thought ~~xxx~~ search and location work ~~is~~ is really concluded, it is well to take [the fact] that half the force which was occupied with the investigation has now gotten orders to go home to their station. It is now no longer a question of any combing the abotton, except possibly of a draining, emphasized the proper [authorities].

Airplane antenna taken from a ghost bomb. The "mysterious" object which was found ~~xxxx~~ on Sunday in the ~~xxx~~ sea out from Karlskrona, and which was "like an oilcan with a copper cable fastened to it" has, on investigation on Monday, ~~was~~ showed itself to be a dropped airplane antenna. So this time it was not the remains of a ghost bomb...

Mon. Aug. 5, last p. / P.S./ Military investigate mysterious space find in Blekinge Islands. / KARLSKRONA, Sunday (MT).

A mysterious object, in shape like an oilcan together with a copper cable attached to it, according to what the Sydöstra Sveriges Dagbladet says, it has been learned, was discovered at a place in Blekinge. The [details] indicate that the object fell from a very ~~xxx~~ great height. Investigations around the object found are continuing for the present through the military authorities' provision.

1946 August 7 (Wed) Svenska Dagbladet, p. 7.

The ghost bomb a serious threat. / "Monster in miniature for the next war."

NEW YORK, August 6 (SVD's New York editor) The projectiles which now fall on Sweden constitute a miniature monster for future wars, writes the well-known political writer Marquis Childs in an article in today's New York Post.

If these projectiles carried explosive charges of atomic bomb character and if they were directed against industrial centers [to turn them into] a wilderness, now Sweden would be destroyed and the war would be over. This war is the unvarnished truth while the gentlemen around the conference table ~~xxxx~~ talked about Fred. Childs' reports returned from Sweden and said it really seems as if there will not be more than a short pause between wars. What strikes the historian as even more mysterious is that the Swedes have just made a conclusive business treaty with the Soviets. We [hold onto ourselves] and test rockets, but the difference is that we use New Mexico's deserts [as safe places for experimental failures to land]. "Perhaps this ~~xxx~~ difference is more important than it has been believed. If the arms race ends in a new and more terrible war, Sweden's advanced civilization will be torn asunder along with nearly any other which survives another world war. If it is this which makes the use of Sweden as a suitable military laboratory so serious." / Per Persson.

The luminous phenomenon could be a rocket. Of a great number of reports judged to have occurred in the last few days, the luminous phenomenon and "ghost bombs" issue in some cases or the other from rocket falls. The investigations continue and until there are some definite results they will not stop, said the chief of the defense staff's air defense division, Major Nils Ahlgren. The most definite crash so far is the one which took place in Kølmar where the search keeps going on to find remains of the object. Around 300 reports have come in, but many of these are worthless. See the article on p. 4.

1946 August 7 (Wed) Svenska Dagbladet, p. 4. (card 1)

300 reports so far of luminous phenomena in the air. / NO DEFINITE RESULTS YET. /

--The military authorities' investigation of the phenomenon which during the summer has been sighted in the air over Sweden, has not yet led to definite results, states the chief for the defense staff's air defense division, Major Nils Ahlgren.

We of the defense staff in connection with the aviation administration and defense investigative agency and several other authorities have sought to resolve the riddle with all the means at our disposal, said Major Ahlgren. We have had good help from the public and press, ~~xxxx~~ whose reports have been most valuable. During the period from 9 to 12 July there came in around 300 reports. Thereafter the number has successively fallen off, but daily some scattered reports continue. With critical examination of the reports and in many cases close investigation of the places, it appears that many of them must be erroneous. The observers have seen something unusual and have immediately assigned it to the mysterious rockets. In this way, for example, a [whirlwind] over a lake has become a crash, an airplane in dim light a rocket. [It is important] not to be seized by some rocket psychosis.

From a great number of agreements and of all the reports deemed trustworthy it can be concluded, however, that certain of the phenomena probably originate from some kind of rocket or other. ~~xxx~~ Still there have not yet been found any pieces or remains which with certainty can be said to issue from a possible rocket. Before this happens it is clear that statements about the phenomenon's real character or origin are not possible.

The finds of slag-like clumps, which were made at many places, appear to be real slag and are not able to give any clue. Neither do they come from meteorites. Even if the meteor theory cannot be wholly dismissed, it is still, according to expert opinion, not very probable [that it pertains as a] possibility except in isolated cases.

The most certain fall should be the one which occurred at Kølmar where the possibility continues that workers will find some remains.

On account of the muddy bottom of the lake this work is still very difficult and can be long drawn out in time. The measures which are thought reasonable and suitable to achieve success have been taken. No draining of the lake will be undertaken. ~~xxx~~ Investigations continue as well at other reported fall sites in Norrbotten. Reports of finds made at these places are based so far on wild rumors.

By comparison of reports it is clear that the object often moves in a curving course over the country. It passes as a rule over southern Sweden, going more or less in a course up country and passing out in an easterly direction over middle Sweden (Mellanavrig) or Norrland. Whether it thereafter disappears at sea or continues in another direction it has not been possible to establish. It can move, however, like a gyro- or radio-directed rocket projectile, which one way or another has gotten in over Sweden.

Luminous body over southern Sweden. MT ~~xxx~~ p. MALMÖ, Tuesday (TT) A light phenomenon, which appeared as a luminous body, which at high speed crossed the sky in a northerly direction, was observed on Monday evening over a city in southern Sweden. The light phenomenon was accompanied by a rattling sound.

A person in southern Sweden witnessed on Monday evening a lighted object, which he described as a fireball with a short tail, which passed in a direction from south to north at about 400 meters high. Since the object ~~xxx~~ moved perfectly horizontally, in the witness's opinion it could not have been some sort of meteor.

From Morgon Tidningen, p. ~~xxx~~. A: But the knowledge we have about designs of this kind found abandoned at the war's end--especially German--do not require the more or less fantastic shapes of this object, which at times are received, to be unthinkable.

B: Furthermore, the great number of observed phenomena and the often low height proves they are not of celestial origin. A photograph in which such a fiery phenomenon occurs goes to show that it possibly can be a question of a meteor, but the investigation is still not clear.

C: It has not yet been determined whether to drain the lake and after, to examine it closely with prospecting apparatus, which will be done should either step be taken. [] 1946 August 7 (Wed) Morgon-Tidningen, last p.

RATTLING from 'ghost rocket' NORRKÖPING, Tuesday (TT) A "ghost rocket" was observed on Tuesday morning in southern Sweden. It went at high ~~xxxx~~ altitude in an east-west direction and drew after it a stream of white smoke which was then left behind for several minutes, while it broke up and finally disappeared. Meanwhile was heard as well a clear dull motor noise. No projectile could be seen, however, probably due to the rocket's height.

1946 August 8 (Th) Svenska Dagbladet, p. 7. (card 1)

Ghost rocket whizzes over motorist's head. MT, ~~xxx~~ p. During an auto trip the ~~other~~ day in central Sweden a person heard a powerful whistling sound and at the same moment he discovered an object which went at very high speed two to three meters above the ground. It passed some ten meters from the auto in a southward direction. He could not see if the projectile struck the ground or if it continued through the woods. An additional person in the car witnessed the phenomenon.

From Norrland some additional cases of apparent space-projectiles are reported. A man thus witnessed at sunset a spool-shaped, narrowed in front projectile which with very great speed moved in a northerly direction. At the back appeared a powerful bright white light phenomenon, which the observers believed, however, could result from a light reflection dependent on the bright solar rays of the sunset. ~~MT ~~xxx~~ p.~~

At another [place] in Norrland a person sighted a similar phenomenon and from a third quarter is reported as well a similar sighting. In all the reported cases the sightings were made at about the same time.

Two space projectiles have been observed, one over middle and the other over southeast Sweden.

At 21.20 o'clock on Monday three persons in southeast Sweden sighted a fireball in space. It had a short tail of fire but did not go with any great speed. It was seen only a short time before it disappeared among the low-lying clouds. ~~MT, ~~xxx~~ p.~~

On Tuesday evening was observed a space projectile over central Sweden. It was sighted by a Norwegian dentist who was on a visit to his relatives. The spool-shaped and airplane-like projectile could be seen very plainly during about 20 seconds. The object went at cloud height and at unheard-of speed. No sound was heard but on the other hand black smoke appeared around the projectile.

Square projectile over the west coast. MT, ~~xxx~~ p. GOTEBÖRG, Wed. (TT) Over the west coast at midday Tuesday a space projectile was sighted, which at ordinary airplane height went directly toward the north. According to the report many persons observed the thing, which happened to be square and had a red color on the underside. The projectile had no wings and no sound was heard when it passed. The speed was reported to be the same as a [passenger plane] ordinarily makes.

A projectile steers back southward? That Sweden is truly the target for the firing of rocket projectiles is now ~~xxxx~~ beyond all doubt, since Lieutenant Lennart Nackman of the defense staff's air defense division himself sighted a phenomenon, which without the slightest doubt was a rocket projectile. It went at a height which was estimated at 500-1000 meters and with a horizontal course. The phenomenon, which was observed just before 24 o'clock ~~xxxx~~ at night till six [minutes] after, was made out as a fireball with a bright luminous flame.

Major Niles Ahlgren, who is chief of the air defense division,

thinks that the majority of the projectiles pass over the country from the south and strike down in the Eastern Sea or the Bottnick Bay, if they are not [cleared] to return to the starting-place. Since of course those who carry out the experiments will not give any lead concerning the fall sites, they are secret. Now, however, it is possible, among other things, with the help of radar to follow the course of the projectiles from the start. No damage from a fall has yet occurred. Aug. 8, p. 3. Ghost rocket in a picture.

Reports of observations of ghost ~~xxxxxx~~ projectiles dribble in to the defense staff ever more often. On the experts' side it is thought that the majority of the projectiles come out of the south and end down in the Eastern Sea or Bottnicka Bay, provided it does not simply return to the starting place. One day some ~~xxxxxx~~ motorists heard a powerful whistling sound and discovered an object which came with very high speed directly toward the car at only a few meters high over the ground and with a southward direction. A vacationer had the luck to catch a projectile with his camera and the result is seen here above. A ring is drawn around the mysterious object.

See a further article on p. 7.
1946 August 9 (Fri) Svenska Dagbladet, p. 3.

"Lamp globe" with tail. MT p 7
SUNDSVALL, Thursday (TT) In northern Sweden on Thursday was observed an object, which in the best judgment of many eyewitnesses was said to have had the shape of a fireball, going in a direction toward the northeast or east.

Thus report-ed witnesses of a round lighted ball, suggestive of a lamp globe in shape and with a light like a welding flame. The observations were made at about the same time. In certain cases a trail of smoke was observed, while in others no tail could be seen. From many places it is reported that the object was a round mass. Some state that it had an oblong form. Some lady thought she could estimate the height at 20 meters and emphasized that the speed was very great. After several moments the object could no longer be discerned, although it was not seen to disintegrate. Probably it had turned itself so that the "lighted" side was not visible, she thought. Another observer states that he saw a lighted object which made a fall at a very great distance. Reports have been supplied from many other places in northern Sweden.

Mysterious projectile falls from the air.
On Thursday morning there was discovered in a place in Central Sweden a large deposit of slag and coal-like substance. How it came there is something which was not witnessed to and it is thought the only possibility is that it fell from the air.

At a local chemical station it is said that a thorough investigation is demanded in order to settle where the ~~xxx~~ particles came from. [?]
MT adds: That burning took place and slag was found is clear, however. It does not seem to be from any metal, in which case it probably would be lighter ~~x~~ than this, and it is not thought to originate from any airplane or meteor.

Morgon-Tidningen, Aug. 9 p. 8. [cartoon: man photographing ghost rocket.

In our country ghost bombs travel in the atmosphere.
Now it becomes all the better to remember when crayfish parties are celebrated.
1946 August 9 (Fri) Morgon-Tidningen, last p.

Ghost phenomenon was crab party rocket?
Nervous telephone voices reported to MT on Thursday evening that ghost phenomena was seen over Stockholm. At the military staff, where newspapers seek to check reports, no one had made any reports of such-like but it was stated at the same time that the air defense division "was prepared" to investigate the phenomenon. This could be due, however, to Stockholm's frenzied crab-eating ~~p~~[parties] with the associated entertainments in the form of rockets and other fireworks devices.

Th. Aug. 8, p. 1. Ghost bomb photographed
MT has had occasion to show the first picture taken of the notorious ghost bombs... ~~xxx~~ A photographer on holiday in central Sweden took up the camera in time to take the picture, which was put at the disposal of the defense staff. For the sake of clarity the bomb in the picture has been surrounded by a white ring. The projectile is plainly in a descent, and the "tail" also can be seen.

During Wednesday were sent in a great many new reports of ghost bombs which were observed in various parts of the country. / See further on p. 6.
1946 August 10 (Sat) Morgon-Tidningen, p. 10.

Cyclist nearly struck by fist-sized "ghost rocket." / ~~xxx~~ CÖTEBORG, Friday (MT).

A strange phenomenon was witnessed by a man in west Sweden on Thursday evening. At 10 o'clock in the evening he came cycling on a road when just ahead of him at about 8 meters distance and at low height he saw an egg-shaped thing of the size of a fist and with a yellowish shine, which was so bright that it lighted up the surroundings so that the cyclist could see the electric wires on the roadside. The object, which went lower than the wires, brushed by his so closely that he was nearly struck, continued over the road and fell 15 to 20 meters onward in an oat field. At the fall was heard a hissing sound.

The mysterious thing which came from the east had an unheard-of great speed. The cyclist could very clearly follow the object's course. He stopped, made a mark on the electric pole which was closest to the point of impact, and on Friday morning made a report of the occurrence to the police, who at Friday noon were out to the place and searched for the object, without finding any trace of it. Because the oats grew high and in certain places had fallen from the rain, of course a great

difficulty was presented in finding such a small object as the cyclist described, especially if it buried itself in the ground. Investigation continues.

Remarkable [thing] seen also in central Sweden.
UPPSALA, Friday (MT).
At 24 o'clock Thursday night was noticed a luminous phenomenon which might have issued from a rocket projectile. The object could be plainly observed, which spread a bright shine so that bushes and objects on the ground were lighted up. The ~~xxxx~~ witnesses have reported to defense officials, who will undertake an investigation.
1946 August 12 (Mon) New York Times, pp. 1, 7. (card 1)

Swarm of Mysterious Rockets Is Seen Over Capital of Sweden / By Cable to the New York Times.

STOCKHOLM, Sweden, Aug. 11.—A swarm of rocket bombs passed over Stockholm at 10 o'clock tonight. The course, as usual was from the southeast toward the northwest.

[It was reported from Washington that missiles seen over Sweden were thought to have been launched from a former German rocket experiment area at Peenemunde, now in the Soviet zone of Germany.]

Reports flowing in to the Swedish general staff stress that the bombs are like fireballs, with long luminous trails, but some observers have seen a cigar-shaped bomb traveling at an altitude of 1,500 feet rather slowly.

Some reported that they had seen bombs crash. The general staff is working at high pressure tonight, investigating all reports, but nothing has been found.

The strangest report came from central Sweden, where a newly built barn collapsed this afternoon without visible cause. Shortly before the collapse flying bombs had been seen. Then there was a sharp crack and the barn fell. There was no fire.

Witnesses said the barn could not have collapsed because of bad construction. The general staff is sending experts to interview them. Swedes are seriously worried by the many bomb reports. A few days ago the General Staff received 300 reports in 24 hours. The General Staff ordered that the places of crashes be not revealed, as was done during the war with German V-weapons.

It is rumored here that officers in the Russian Air Force have been dismissed because they were far behind the Western Powers in atomic bomb work. Their successors are believed to be trying new experiments with unloaded shells.

Sweden Believed Target.
STOCKHOLM, Sweden, Aug. 11 (AP)—"Ghost rockets"—mysterious spool-shaped speeding objects with fiery tails—have become a common sight in Sweden and military officials no longer doubt that the country is in a target area for experimentation with remotely controlled missiles.

Since July 1, newspapers have published reports of the flying fireballs nearly every day. In the beginning many believed that excited witnesses had seen nothing more ominous than meteors. However, between July 9 and July 12 military authorities received 300 reports of the missiles and since that time added reports have poured in daily.

Fragments examined by scientists gave little in way of clues, except to indicate the presence of coke and other common materials.

Authorities, promising a statement on the ~~xxxxxx~~ results of the investigation within a few days, have cautioned Swedish newspapers not to publish the name of places where the rockets appear, so the senders would not obtain important data. Official quarters declined to speculate on the source of the missiles, but it was believed elsewhere that the rockets came from some place along the Baltic coast of Germany.

Nobody seems to think these rockets indicate any military preparation against Sweden, but the people here are puzzled by Sweden's being a target area when an unlimited amount of uninhabited area must be available for experimentation.

The newspaper Stockholm's Tidningen labeled a recent editorial "Ghost rockets and future war," and said the appearance of the missiles stressed the need for preparedness.

The rocket is described as a small object with a flaming tail which speeds at a great height and vanishes in a few seconds. Witnesses say the rockets make no appreciable sound.

Newspapers recently carried a picture of the rocket, obtained accidentally by a cameraman who was photographing a landscape. It showed a streak of light trailing from a small dark body, looking much like a comet.

Only in a few cases is it known that the missiles actually landed in Sweden. Military personnel have been busily dredging a small lake in Lapland.

Military authorities said the missile evidently passed over Sweden in a huge curve. Some reports indicated the objects carried a device for self-destruction, and military experts said some apparently had exploded in the air. The longest flights of any of the missiles, so far as military experts could determine, was about 600 miles, compared with the range of 35 to 45 miles for the first German V-2 rocket bomb.

There is no comparison, however, with the rocket bombs. The mysterious missiles are small, and at low altitudes seem almost square. The bottom of the object appeared to be painted red, witnesses said. Some observed these missiles flying extremely low.

These reports have been substantiated by a Swedish officer, a flier, who saw one of the rockets during a recent flight.

Rockets Reported Near Town.
STOCKHOLM, Aug. 11 (Reuter)—A number of objects, apparently rockets, were reported to have been seen by various witnesses as they flew low over central Sweden tonight, it was reported here.

One of them is said to have fallen near a town, exploding with a loud report. Swedish authorities refused to disclose the name of the town.

The objects emitted a white glow that illuminated the sky.

Ghost bomb shower at low altitude over central Sweden. / It is neither airplane nor falling star.

A very great number of rocket-like space projectiles were observed at 21 o'clock on Sunday evening over central Sweden. Eyewitness descriptions' characteristics agree well and it is understood that this time it cannot be possibly be [motivated] by any confusion with ~~xxxxx~~ airplanes, falling stars or the like.

The flying bodies have moved with great speed and lighted up the sky with a bright white shine. Near a city a projectile dropped to the ground after a powerful explosion. The flight altitude was in general low. Judging by many signs the public now takes the "sky phenomenon" seriously and is worried that it will fall and cause death and destruction.

In one place a farmer saw a rocket fall into a wheat field. The rocket had a tail and went in a direction from south toward north. ~~When~~ When the tail extinguished the rest of the rocket seemed to fall down into the field, but because of darkness none of the remains could be found.

Over a city just before 21 o'clock many persons saw a fireball. Some of the observers saw a luminous tail, while others thought they saw a dark object following the fireball. It flashed and seemed to go out when it came over the city's harbor [on its way] out to sea. Also in a place located four miles from the city many persons saw a lighted fireball with a dark body following after. The fireball seemed to extinguish when it went out over the sea.

From a [fairground] many persons at 20.50 o'clock observed a space projectile with a luminous tail going in a direction toward a mountain peak. The spectators thought the projectile would collide with the peak, but it seemed as if the projectile raised itself or turned in another direction. No sound was heard and ~~xxx~~ observations lasted only seconds.

Over a city and many places around it at 20.50 o'clock was observed a space object, which is described as a gray-green body with a luminous tail.

Many fireballs over one and the same city. ~~MT~~ Over another city in central Sweden and its surroundings many fireballs were seen at 21 o'clock. At one place a man saw three fireballs, of which two came together and the third 25 minutes later. They looked like cylinders. The tail which appeared after the object was said in most cases to have had a blue-white color, but in a couple of cases was said colored red or yellow.

Over yet another city at 20.48 o'clock three persons saw a lighted fireball.

From a place in southern Norrland many persons observed a space projectile just before 21 o'clock. It had a long tail after it which appeared very clearly in the twilight. From a rest home in central Sweden just before 21 o'clock was observed a fireball which exploded and divided into four [circles of light]. These fell toward a mountain, and the home guard in the area is holding a search now to look for remains of the projectile. ~~MT~~

About 20.45 two engineers made an observation of a space ~~xxxxxxx~~ ~~xxx~~ object over a city. They described the object as torpedo-shaped with a wider nose. It was magnesium-gleaming (bright?) and had a fire-spurting tail.

Flight Lieutenant makes an observation.

A lieutenant in the Air Force, with whom the Svenska Dagbladet was in contact, sighted a projectile at 20.46 for 1.5 seconds and immediately afterwards made a drawing from memory of it. He described it as an elongated, drop-shaped projectile, green in the front part and white on the sides. Its direction was northwesterly. The angle of descent was 30 to 40 degrees and the course truly parabolic. Because of darkness it was difficult to judge the distance and speed, but if it was out a great distance the lieutenant estimated the object's length at about 20 meters.

1946 August 13 (Tues) New York Times, p. 4. (card 1)

Swedes Use Radar in Fight on Missiles. / Doolittle Believed Called In as Aide--Stockholm Studies Steps to End Violations. / Special to NYT.

STOCKHOLM, Sweden, Aug. 12.--Sweden is now using radar in the fight against the mysterious missiles that have been flying over the country, it was made known today. The atmosphere here after last night's swarm of projectiles over Central Sweden was almost at the boiling point and there were persistent rumors that Sweden was going to, or already had, borrowed several complete radar outfits from Great Britain to obtain the quickest results.

It is also believed that the U.S.'s foremost long-distance bombing expert, Lieutenant General James H. Doolittle, who now is retired, is coming to Sweden to inspect the radar equipment, although the official explanation is that he is coming as a business man for the Shell company.

The Swedish General Staff today described the situation as "extremely serious," and it is obvious Sweden is no longer going to tolerate such violations of her integrity. Everything possible is being done to put an end to it.

The General Staff received more than 1000 reports on the rocket bombs last night and this morning. It is a tremendous task to check on all the reports, but it will be done and experts already are scattered all over the country to investigate each little bit found.

Sighted by Astronomer.

The reports give detailed and interesting descriptions of the bombs. A Swedish astronomer and meteorologist said, "I was studying some clouds through a telescope when suddenly I observed a luminous point on the horizon.

"I first believed it to be an airplane," he said, "but soon I noticed it was traveling much too fast for that, and within ten seconds I got a full view of the projectile. I managed to get a clear view of the bomb's body and estimate it was at least 90 feet long. The body was torpedo-shaped and shining like metal. No sound could be heard, although the bomb was only two kilometers away. At the explosion a terrific light flashed up that for a moment completely blinded me. No fire, smoke or sparks were noticeable."

The description of the shape varies, for some observers say they have seen a big ball of fire instead of a torpedo-shaped projectile, but all agree on the small fire balls shot out from the afterpart.

The Swedish public named the missile the "phantom bomb," but now frequently is using the term "Russian V-4."

The Swedes notified their legation at Helsinki to be on the sharpest lookout and to notify Finnish authorities immediately if the bombs appeared again.

One Falls Near Stockholm.

STOCKHOLM, Sweden, Aug. 12 (UP).--The Swedish Army today rushed experts to three points in Central Sweden where unidentified rockets, rumored to be the results of Russian experiments, crashed last night.

The barrage was the heaviest since the mysterious aerial missiles first were seen flashing through Swedish skies on May 24.

The Swedish Army clamped a tight censorship on the results of its investigation. But reports from hundreds of Swedes who sighted the fiery missiles indicated a whole barrage might have been fired. One rocket passed directly over Stockholm at 8:45 P.M. and crashed north of the city.

One eyewitness to an explosion in Central Sweden said fragments rained down after a great blast in the air above him. Previous explosions have left hard, black metal objects similar to coal clinkers.

The movement of the missiles varied. Some flew a straight course and others veered. In most cases the course was reported from southeast to northwest. Other reports said some missiles came straight from the north.

1946 August 13 (Tues) Svenska Dagbladet, p. 3. (card 1)

A shower of space rockets; observations are exact. / Are the Russians experimenting with the V-4?

New reports of space projectiles are streaming in from various parts of the country. At the same time a Reuters telegram from Berlin reports that the Russians in their occupation zone have made a new and powerful rocket weapon, designated as the "V4," and another still untested weapon which they kept to experiment with now.

At a place in central Sweden on Monday evening was observed a torpedo-like object, which with a ~~xxxx~~ bright white shine passed at a very great height in a southwesterly direction. The bright shining light came from the object's nose. The space projectile was observed a short while and then disintegrated or disappeared out of sight. It looked like a large cigar and was broader at the front and smaller at the back. ~~MT~~

About the same time as the torpedo-like object with the bright white light was observed on Monday evening in central Sweden, five persons in a place in southern Norrland saw a brightly lighted object which also had a torpedo shape. This space projectile also had about the same course as the projectile observed in Central Sweden. The height was estimated at only 200 to 300 meters and the object happened to be on a descending [course] toward the horizon.

On Sunday evening at exactly the same stroke of the clock there was made a similar observation at the same place in southern Norrland, but the direction of the object was from south to north.

A space projectile was seen again on Monday evening, also over Central Sweden and with a direction from southeast to northwest. It appeared at a very great ~~xxxx~~ distance and had the shape of a ball with a faint yellow glow.

From various places in the country on Monday evening luminous phenomena were observed which in most cases were similar. All of them had in common that a shower of sparks fell down from the lighted bodies. The light has been yellow-white, of spherical shape and with a narrow (tapering) tail. In general the luminous phenomenon has moved in a direction from north to south.

On Monday evening three persons in a place in southern Sweden observed a star-like, rounded luminous phenomenon with a faint yellow tail. It came from the north-northeast and went in a south-southwesterly direction. The height was impossible to determine. ~~MT~~

Besides the reports from Sunday mentioned in yesterday's newspaper, additional reports have come in as well at 20.50 o'clock on Sunday evening that many persons in southern Norrland observed a tube-like object. It showed a bright light most nearly like a small firework. The projectile could be observed very clearly for a long while.

At a square in southern Norrland just before 21 o'clock on Sunday evening was seen a brightly lighted object which resembled a fireball. It disappeared quickly out to sea.

A fireball, which went in a northerly direction, was observed on Sunday evening by two persons from a place in central Norrland. The ball went at 150 meters height and burst just when it was to pass a watercourse. No sound was heard. ~~MT~~

On the other hand a space projectile which in the twilight on Sunday evening was observed by a pair of cycling girls in north Sweden gave out from itself a faint buzzing sound and a gleam of light as if from a magnesium flare. It went from the southeast toward the northwest at a very low height and at a distance which they estimated at a couple of kilometers. ~~MT~~

~~xxxxx~~Rocket drops "its rear part."

A railroad engineer and his wife saw, from the yard of a place in Central Sweden just before 21 o'clock, a fireball.

Over a lake in Central Sweden at 21 o'clock on Sunday evening a

railroad engineer observed a space projectile which displayed a powerful shine. The same engineer made a similar observation on Friday evening at 23 o'clock.

Four persons in a mid central Swedish city on Sunday evening observed a ghost rocket at such a low height and under such favorable circumstances that they had an opportunity for particularly careful observations. They state that the rocket consisted of a large body which glowed white like a carbide lamp and which was followed by a wire-like tail, [after which] two somewhat smaller black bodies [appeared] with some meters in between. The rocket went relatively low and was very plainly seen. According to reports the sky-rocket dropped its back part over a parish where traces are eagerly sought after. That the rocket "dropped a ball [mass] behind it" is reported as well from another place. The ball at the beginning had been white and gleaming, but then little by little darkened and fell to the ground, according to some reports in the form of ashes.

Southwestern Sweden also visited. A couple of crab fishermen in a country community in southwestern Sweden on Sunday observed a rocket projectile sweep by in a direction from north to south. The projectile was clearly seen and both the observers state that it had an oblong shape and went at a [relatively] low height. From the stern could be plainly seen a powerful flame strike out. The projectile disappeared in a short time on the horizon.

A company which was out on a sea trip in a west coast fjord discovered on Sunday evening an object like a bright blue-white glowing body travelling through the air. It reminded [them] most of a fireball and rotated with great speed. It spread sparks and [on] landing fell hissing in the water not far from the company's boat. After a moment came two additional projectiles which had the same direction as the first and also landed in the sea.

"Fireballs" over Åland.

MARIEHAMN, 12 Aug. (TT spec.) The much-talked-of mysterious "fireballs" also have now begun to be seen extensively over Åland. The Russians' experiment with a new rocket weapon.

BERLIN, 12 Aug. (TT fr. Reuter) An official in the German socialist unity party reports that the Russians, on investigation of the ruins of some of the largest armaments factories in Germany which were destroyed by allied aerial bombing discovered many unknown underground workshops. Here also were found drawings for a new weapons and a partially assembled projectile of a hitherto unknown type. The most important finds were made at the Henkel plant outside Rostock and in the Junker works in Dessau. German specialists who formerly under the Nazi armaments ministry served under Speer's direction work now under close supervision by the Russians in order to conduct experiments. Workers in these factories [who] experiment here continue to be selected carefully, but it is thought to play no role whether he was formerly a Nazi, so long as he is an expert and is now thought of as trustworthy.

1946 August 14 (Wed) Berlingske Tidende (Copenhagen), p. 17

Ghost Rocket explodes over Struer. / There came a powerful glare from it. / From our Correspondent.

HOLSTEBRO, Tuesday Evening. According to what night watchman Briand Jensen, Struer, reports, tonight he saw one of the very strange "ghost rockets" come in over Byen from a northeasterly direction at 3:45 o'clock. The rocket exploded and raved off a very bright light.

1946 August 14 (Wed) New York Times, p. 11.

Two Swedes Escape a 'Ghost Rocket' / Missile Dives Into Lake Near Couple in Boat—Boy Scouts Report Sighting Bomb

STOCKHOLM, Swe., Aug. 13 (AP)—The newspaper Aftonbladet said today that two "ghost rockets" were observed in Sweden yesterday and that one of them almost caused casualties.

A couple boating on a lake in Central Sweden were nearly hit by a diving bomb which burst into many parts and disappeared beneath the water, the paper said. The second observance was near Goeteborg, where a group of Boy Scouts saw a flying missile turn 35 degrees and then return to its original course.

The first "ghost rocket" explosion over Denmark also was reported in Copenhagen. Briand Jensen, a night watchman in Struer, West Jutland, said he saw a speeding rocket, approaching from the northeast, explode with a roar and illuminate the sky with a blinding flash.

Despite the accounts of recent witnesses who were unanimous in describing the flaming objects as "rockets," Swedish military authorities said today they had received no tangible proof that the frequent celestial phenomena observed over Sweden resulted from foreign experiments with aerial missiles.

"We have not found a thing," a military spokesman said.

Aftonbladet editorially criticized military authorities for their inability to explain the nature of the occurrences. "It ought to be possible to state whether they are meteors or not, and if they are rockets one should be caught," the newspaper declared.

If the occurrences are rockets and are of Russian origin, as has been suggested, the paper said, there were two possible explanations for their appearance over Sweden:

- 1) "Sweden is systematically being dotted on a Russian artillery map"
- 2) "Sweden is being used as an object of demonstration, directed not to us but to the big world."

Acheson "Much Interested"

WASHINGTON, Aug. 13 (AP)—Under-Secretary of State Dean Acheson said today he personally was very much interested in reports of rockets flying over Sweden but that the Swedes had not sought any American advice on the subject.

1946 August 14 (Wed) Svenska Dagbladet, p. 3.

Rocket report wonder thinning out.

The multitude of new reports of sightings of space projectiles, which in recent days has come in to the defense staff's air defense division, are now held for comparison. No find has been made from the crash sites. During Tuesday the diminution in the stream of reports was considerable.

That one of the fireballs observed on Sunday evening was a meteor and not a "ghost bomb" is maintained by a prominent scientist in a conversation with the Svenska Dagbladet. This person made the sighting from a motorboat on Furusund Bay.

The theory that Monday's air accident in Småland was caused by a collision with a space projectile cannot be positively confirmed. In particular no reports of space projectiles at the time and place of the accident have yet been received as of late Tuesday evening by authorities in the area. See a further article on the last page.

1946 August 14 (Wed) Svenska Dagbladet, last p. (card 1)

Scouts see projectile with wings and fins. / No crash find reported.

The last few days a hundred reported sightings of space projectiles have not yet gotten gathered together and processed by the defense staff's air defense division, according to what has been said to the Svenska Dagbladet's inquiry, but perhaps an account can come to pass during the course of the week.

No find from the supposed crash sites have been made, either, and the investigation in a lake in upper Norrland, which is now drawing to a close, has still not given any positive result. The supposition, which was apparent, that the plane crash on Monday in Småland could be thought to have been caused by a collision with a rocket projectile, has in every particular been unconfirmed up till now. Landfiskal Folke Wieslander in Jönköping declares that neither during Monday nor Tuesday did any reports about the projectiles come in from the area around the scene of the accident. Witness examinations in connection with the mysterious accident have now been completed, while the technical investigation continues through the commission of inquiry.

Shower of rockets a bright meteor!

—If an object is seen in the sky at precisely the same time from widely separated places in our great country, it cannot be a question of a rocket or "ghost bomb" of earthly origin, but a projectile from space, which is to say a meteor. I myself saw a fireball which appeared on Sunday evening at 20.50 o'clock and can affirm that it looked and behaved in a manner which is typical for a bright meteor.

Who said this is a prominent Swedish scientist, who for the present, however, [asks to remain] anonymous so that his telephone will not be besieged during the next few days. ["I found myself in a motorboat on Furusunda Bay around a nautical mile north of Furusund,"] he related to the Svenska Dagbladet, ["when suddenly I caught sight of an unusually bright blue-white shine at 40-460 degrees' height over the horizon in the north-northwest. The object, which was visible for only a couple of seconds, dropped out many small fragments. The fireball might have had an [apparent] diameter about analogous to a third of a full moon's disc, which at the same time was seen in the east. Its true dimensions naturally could not be judged, since the distance was unknown. Since the fireball, according to numerous reports in newspapers, was seen at the exact same time in widely separated parts of the country from South Sweden to upper Norrland, the height above the earth's surface must have been very great, and consequently there hardly can be any doubt of the projectile's cosmic origin. It is thus in my opinion very unfortunate, as it happens, referring to the luminous phenomenon observed on Sunday evening, to support the view that all and every mysterious luminous phenomenon issues from a rocket. Precisely in this case it was, according to my conviction, a question of a large fireball from space, a so-called bolide."]

So much for Professor X. It happens to be strange, says a military expert, that our country for many weeks has been showered on by projectiles, of which no one has so far been found nor are known to have caused any harm. But if the luminous phenomena are meteors, how shall it then be explained that they appear in such large numbers at the same time? The so-called "Perseids" or August meteors, which swarm just this time of year, generally have a hazy light and [with] besides always have a north-south direction. Large and brightly lighted fireballs however can appear at any time and do not often occur in groups of two or three or any greater number. The most famous example is the cavalcade of large fireballs which on 9 February 1913 passed over North America, from Saskatchewan in Western Canada to the Atlantic east of the Bermuda Islands. It consisted of at least ten groups with 20 to 40 meteors each, and the whole procession took a time of 3.4 minutes. The speed amounted to about 15 km/sec. And all Canada was passed in seven minutes. The first large meteor at the head was said to have been the only one which burst into pieces during the procession, but most pulled long shining tails after them. During the passage was heard a distantly thunderous rumble, and in some places it seemed as if the ground shook. But the meteors' number amounted in this to many hundreds. A single or a couple of large meteors at a great height certainly could pass by completely soundlessly. The fact that a great many "ghost rockets" do not give off any sound is consequently not any evidence against their heavenly origin.

Projectile bent 35 degrees from its course.

During Tuesday there came in only a few reports about ghost rockets to the authorities. A group of Danish scouts on a visit in West Sweden, however, have observed a rocketlike object which at high speed flew at a height of approximately 500 meters. The scouts state that the projectile had small side wings and fins on both sides of the tail, from which a blue-white light appeared to stream out. That the object probably was radio-directed is evident by [the fact] that it suddenly veered off from its original course at a 35-degree angle and

began] directly afterwards returning [to] the old course.

English commentary on "Russian toys (games)"

LONDON, 13 Aug. (SvD's London ed.) Russia naturally could have found a more secret shooting range, but it is ~~xxxxxxxxxxxxxxxx~~ ~~xxxxxxxx~~ certainly thought funny that it exposes a piece of its toy, writes the Manchester Guardian in a sensational lead article today, on the mysterious projectiles which for some time have been seen over Sweden, without all efforts at deliberately formulated explanations originating with Russian launch ~~xx~~ stations. [?]

The British press has contained a great many more or less fantastic reports about the flying bombs over Sweden, but this is the first time any newspaper has taken up the matter on the leading page. The reason that the time is thought ripe is probably the report from Sweden, which suggests that an official Swedish protest with "proper firmness" is soon to be expected. The Manchester Guardian's lead reads in full: / "Sweden not long ago decided... muscles between bouts" (See Manch Gdn, Aug. 13, p. 4, above.)

Projectile falls near seaport.

A rocket projectile fell at 20.15 o'clock in the area near a south Sweden seaport. It went so low that it grazed the housetops and was observed by many persons.

Two eyewitnesses who saw when the projectile fell assert firmly that it struck ground on an islet some 100 meters from land. The men went out in a motorboat, but since the island is rather large and overgrown with hard-to-pass-through vegetative thickets, the men soon were forced to give up the search. They went to continue searching on Wednesday morning, however, since they said they were certain that they saw the projectile strike the ground on the islet. The projectile, which came out of the south, described a very flat course about 50 meters from the ground. The body was cigar-shaped and one or two meters long and radiated a bright light-red shine. Behind was a many-meter long white smoke trail.

Projectile sounds louder than an airplane. ~~MT~~

Two space projectiles were observed at the same time at 11:30 o'clock on Monday ~~xxxxxxxx~~ over a place in central Sweden. It passed in a northeasterly direction at a very low height, about 50 meters, and hummed somewhat louder than an airplane. The space projectile moved unsteadily (with up-and-down motions?) onward. The body was dark, but no luminous phenomena could be seen.

[Railroad man] sees a fireball. ~~MT~~

SUNDSVALL, Tuesday (TT) A flying fireball was observed at 22.35 o'clock on Tuesday by a railroad man on a trip in central Norrland. Because its progress was so fast no closer observation could be made.

Ghost rocket explodes in Denmark.

KOPENHAGEN, Tuesday (AP) Monday night, nightwatchman Briar-Jensen in Struer on Vastjylland watched a ghost rocket explode. It is the first time such a thing has been reported to have happened in Denmark. At 4 o'clock at night Briar-Jensen saw a rocket-like object come flying in a direction from the northeast. An explosion immediately occurred, which lighted up the whole sky. The nightwatchman asserts that he heard a detonation in connection with the luminous phenomenon.

Aug. 14, last p. Doolittle's visit and ghost bombs.

NEW YORK, 13 Aug. (TT from Reuter) Lieutenant General James H. Doolittle's approaching visit to Sweden has no particular connection with the mysterious projectiles which are flying over this country, it was said in authoritative circles on Tuesday evening.

Doolittle, who earlier was commanding officer of the 8th American Air Corps but who now has withdrawn from the military, should, according to what the New York Times reports, go to Sweden in order to inspect the radar equipment which is used in the war against the projectiles. "Doolittle's visit has no direct connection with the projectiles," states a representative of the Shell Oil Company. "His trip to the Scandinavian countries was planned in reality six months ago, long before any projectiles were seen over Sweden. Doolittle is chief of our aviation division and his trip to Scandinavia is merely intended as an inspection tour."

[Meanwhile] Secretary of State Dean Acheson stated in Washington that no American experts were sent to Sweden in connection with rocket flights over Swedish territory. He [said] that the Swedish government had not [asked] the advice of the United States.

1946 August 15 (Th) New York Times, p. 3.

Swedes Find Rocket Clue / Lettered Metal Fragment Is Now Under Close Study.

STOCKHOLM, Sweden, Aug. 14 (U.P.)--Swedish Army investigators have recovered a fragment of metal containing imprinted letters that may solve the mystery of the rockets that have been flashing over Sweden and other Scandinavian countries since last May, it was announced today.

The fragment was reported to be a 2.75-inch section of metal. It has been placed in the hands of the Defense Research Institute for investigation.

Three additional rockets were reported sighted in southern Sweden last night, flying silently in a southwesterly direction at a high altitude. These reports said the rockets, bright as stars, passed overhead at intervals of five minutes.

Premier Per Albin Hansson announced today that the Swedish Government has not yet made any representations to any foreign Government in connection with the rockets, not having yet defined their nature and their origin.

1946 August 15 (Th) Svenska Dagbladet, p. 3, last.

(card 1)

"Projectile find" fits exactly into reporter's camera. / Still no trace of the bomb; resultlessness in Norrbotten lake.

A picture of the boltlike object found in the Sala area at natural size. Can anyone tell what it is?

[All Sunday long] a immense flood of reports about sightings of sky phenomena of various kinds still by Wednesday evening had not left the slightest evidence that space projectiles were involved. Investigations concerning the alleged projectile crash in a lake in Norrbotten have now concluded with no results.

On Wednesday was received a couple of sensational reports that an object, which was suspected to issue from a space projectile, was found in the Sala area, but even at a very early stage this theory too could be dismissed as untenable. In one of the falls, in a place where the other day it was thought a space projectile was seen to dissolve, a driver the day before yesterday found an 11-cm. long object of unknown origin lying in the way. The object was sent to the defense staff, where on Wednesday evening it was taken for examination. It was a bolt-like thing, probably of brass or bronze, which seemed too rough, old and worn to be considered to enter into a space projectile, whose components would be of a quite different quality. The bolt rather ~~xxxx~~ looks like it had belonged to a farm machine of some kind or a motor. It seemed in way and fashion symbolic that a press photographer who investigated the find without [difficulty] could screw tight the bolt in the stand holder of his Rolleiflex camera. Owing to this one can think that the bolt probably did originate from the stand of some older, heavier land-surveying instrument. During Thursday the object got a closer examination in a series of mechanical shops in order to get [its] origin settled.

In another Wednesday report a metal part was found in a place where on Sunday a space projectile was supposed to have fallen. A military expert was sent to the place, and according to his preliminary investigations, it amounted to a couple of copper objects, which partly seemed old, partly lacked marks after the fall to the ground, wherefore neither in this case is there any reason to suppose that they can be components from a space projectile. The copper pieces were found by some playful child.

Three large so-called ghost rockets were observed on Tuesday evening in southern Sweden. The first, which came at 22.15 o'clock, gave out a red shine, while the other two were lighted bright white. The time interval between all three was exactly five minutes, the course was southwesterly and the path horizontal. The speed was said to be many times greater than what a modern airplane could achieve. No sound could be perceived. ~~MT~~

On inquiry the Minister of State has reported that it is not possible for the government to take any steps with any other country's government because of the so-called ghost bombs over Sweden. Of course it has not yet been established what the object is which has been sighted and neither has its origin been established.

Four saw a space projectile tumble toward a Norrland lake.

SUNDSVALL, Wednesday (TT) Four persons who were occupied in a wood yard near a large lake in Central Norrland at 11:30 o'clock on Tuesday noticed an intense hissing in the air. When they looked up they saw an object which was like a small airplane at a ~~xxxxxx~~ few hundred meters height. The object had a short body without a tail and a pair of small, wing-like projections on the sides. It went tremendously fast in the air at about a 65-degree angle [of] descent and fell in the lake. Clear weather prevailed and all the witnesses say they are completely certain of their observation. ~~MT~~

Another Danish sighting.

STRUER, 14 Aug. (TT fr. RB) Monday night a person ~~xxxx~~ here observed a lighted object, which came flying from the northeast. It is thought that a rocket projectile was involved. When located over the city it exploded with a bright luminosity. //

—P.S.— / Mysterious slag-heap falls into tarn.

SUNDSVALL, Wed. (TT) A person located in the vicinity of a tarn in northern Sweden on Wednesday suddenly heard the noise of something which came travelling in the air toward the place where he stood.

The noise grew in strength and suddenly he heard a thud when an object of great weight fell to the ground. It fell five to six meters from the edge of the tarn and had a volume of 10 cubic decimeters. The consistency was alike. At the time it was raining and the weather was hazy, so any projectile which came from a great height could not be seen.

The find was sent in to the defense investigative division for closer examination.

Two persons at a place in central Sweden just before 18 o'clock on Wednesday witnessed an object in the air, which was cigar-shaped and aluminum-colored. It went at a height which was estimated at a 100 meters. From the stern was given off a bright luminosity, but it showed no puff of smoke and fire or the like. The object moved calmly, and "its speed was as fast as an airplane's." It was clearly seen and moved in a direction southeast to northwest. ~~MT~~

Space projectiles over Helsinki.

HELSINGFORS, 14 Aug. (TT) Yesterday evening Helsinki too got a visit from a mysterious space projectile which in appearance seemed to agree well with the [off-mentioned] Swedish ghost rockets. The luminous phenomenon manifested itself most nearly as extremely bright white lightning. It was seen for a fraction of a second but left a red streak which slowly faded out. The phenomenon was sighted at 23.30 o'clock over Brunnsparcken in Helsinki.

1946 August 15 (Th) Morgon-Tidningen, last p.

"Ghost bomb find" in Central Sweden does not impress experts.

The 11-cm. long object of unknown origin which was taken possession of on Wednesday in central Sweden, should not, according to the statements of experts [made] with certainty, issue from any space projectile, reports the defense staff. The same is true of the copper remains which also were taken [today]. These certainly have lain a

long time on the ground.

In spite of close examination still nothing up till now has come forth to give a definite basis to judge whether the observed luminous phenomena and suchlike issue from some fall of space projectiles.

The state pays for ghost bomb injuries.

The mysterious space projectiles, which recently have been observed over Sweden, have still not caused any harm, but the question has finally been dealt with of who should pay in case the ghost bombs bring about destruction of people and property. The question is of course difficult to deal with as long as it is not known who lies behind the mysterious firings, but probably of course the state would step in as in [cases] of transgression against neutrality during the war, said the secretary of the State War Damage [Commission], Assistant Justice of Appeals Olof H. Appeltoft, on MT's inquiry.

--The insurance companies have a clause by which they do not pay compensation for damage in connection with "war affairs" During the war we in the war damages commission had to take a position on many cases in connection with breach of neutrality. The Germans tested ~~the~~ their V-2 bomb over Swedish territory, incurring a bit of damage for which the state made payment. Now the state of affairs after the peace is different, but probably it will not now ~~be~~ be the insurance companies that pay the compensation debts, either.

--Fire insurance is hardly valid in such a case, said director Fraenkel in the Folket Samarbeta (People's Cooperative) as well. During the war the insurance companies adjusted for damage of a war character, while afterwards the state paid. In that way many hundred persons were compensated in connection with the Russian bombing of Söder.

1946 August 16 (Fri) Svenska Dagbladet, p. 3.

The "Projectile" is a steam valve part. / [Experts agree].

The "projectile" find which was depicted on yesterday's third page, has now been exposed, and it is very certainly a 1 1/4 inch steam valve with

It was a mechanic in Edsby who had the kindness to telegraph his discovery to the Svenska Dagbladet. His theory is presumably right, since a metal worker in Stockholm telephoned to say that the thing was a spindle to a [1-inch] steam valve.

Flight director G. Noren, to whom the find was forwarded, [said] himself that it was a part of an old land surveying instrument, but by ~~the~~ Thursday evening had not yet gotten confirmation from the land survey administration. Under no circumstances is ~~it~~ it any object from a space projectile.

Morgon-Tidningen, same date, p. 7. Ghost bomb screw a steam valve?

The screwlike object which was connected with the "ghost bombs" in many parts of Sweden and on Wednesday was forwarded to the defense staff and then represented in the press is, according to what an expert has told the MT, nothing more than the spindle of a steam valve. It is generally common in large buildings with steam boilers.

1946 August 16 (Fri) Morgon-Tidningen, p. 4 (ed.)

Ghost rockets

are thought to have brought on a nervous breakdown in the UNT's editorship. In a leading article is shown first a sound skepticism toward the reports streaming in from every place in the country and newspaper declarations that the military authorities still know nothing of whether there is any question of air traffic being struck. So far everything is fine. But then the writer is gripped with fear and anger at the same time and his imagination [runs away]. Perhaps the military knows something after all but conceals it. Perhaps the UT has inspired this reticence. Perhaps the government is [too] afraid of the displeasure of some powerful neighbor (Soviet!) to announce what it knows. Perhaps it is consideration for trade negotiations which causes this "foreign policy timidity (!)"! The public becomes increasingly restless. The government must calm this by putting "its hand heavy and firm on the table."

So it runs on in this vein like an hysterical coffee-aunt (!).
Try a cup and calm yourself!

1946 August 16 (Fri) Morgon-Tidningen, p. 11.

(Fatal accident): / The bomber crash not [because] of space rocket. / HALMSTAD, Thursday (TT).

The crash [inquiry] commission appointed for the air accident in Vaggeryd has not completed its work at the accident site, but there still remain certain flight tests and other investigations before the commission can present its report, emphasized the president of the inquiry commission, Lt. Col. Svenov.

We have established that no explosion took place in the air, said the Lt. Col. This statement was supported by many ~~xxxxxx~~ witnesses who stated that the plane was whole when it struck the ground. Only one witness believed he saw an explosion in the air. Beyond the witnesses' reports pictures of the crash site indicated too that no explosion could have occurred in the air, before the crash. A theory that the plane was struck by a space rocket thus can be dismissed.

1946 August 17 (Sat.) Svenska Dagbladet, p. 13.

Many ghost rockets over Denmark.

KÖPENHAGEN, Friday (SvD's Copenhagen corr.) A line of ghost rockets have been observed over Sjælland. At Helsingør a rocket likewise has been observed and south of Koge two of them have been sighted.

It came out of the south and looked like a glowing giant cigar, and after a certain gap appeared flames about 20 meters long. It only went as low as about 1000 meters altitude, and its course toward the north could be followed plainly. In the afternoon at 17 o'clock from the Triangle in Copenhagen was observed a ghost rocket which went at a

very great height and came from the west-southwest in a direction toward the northeast.

Fri. Aug. 16, p. 9 (advertisement). Ghost bombs over Sweden/ --a premonition of "push-button war" [heads the week's hottest current] reportage about the mysterious phenomenon in Swedish air space, which today is everybody's topic of conversation. / See and read this week's number of Se / It is always full of sharp pictures and descriptions-- it gets the pulse of the moment. / It happens today / See it today in Se.

1946 August 18 (Sun) Svenska Dagbladet, p. 4.

(card 1)

Around... (column) The ghost bomb has circled in our thoughts the past week as well as circled around us. Out on the island where one can still point to the place where Russia in its time stepped into the country and burned [it], one has and conveys the opinion that the Americans ought to pass by and drop some ghost bombs on Moscow, before Molotov [gets ready to pop his cork] and ghost rockets become ~~gap~~ palpable [ones]. The Shakespeare expert can quote Puck:

If this is to be done, it must be done soon,

For the dragon of night sheds his skin with haste.

Now we shall not ~~xxxx~~ forget who first hit upon these things as a way of waging war.

--One should not be taken in by the considerations shown during the Polish campaign, said Hitler in his speech in Danzig on 19 Sept. 1939. There can very well come a moment when we begin to use a weapon [because of] which we cannot be attacked. Perhaps then humanity will be remembered. [?]

Well, the weapon came in the war's last year, but humanity we did not remember. [?] It disappeared from Germany in 1933 if not sooner, because there it was like it was with the rationing in Skåne—[the will was never really there to stick it out]. In the rest of the world it disappeared at the same time as bananas. Now bananas have come g back and have decreased in price since the last rise in value of the Swedish kroner. It is only humanity which still waits. The Germans followed another scale of values [].

No, we cannot remember what humanity was. On the other hand we recall with sometimes good enough memory how, [about] 20 years ago, the German auto factory Opel carried on experiments with a moon rocket. It was a Jules Verne story whose stimulus was fantasy. According to a French weapons expert's dry comment:

--It never got to the moon, but perhaps to Paris.

It appears that it could reach London too, yes, now and then ~~xxx~~ one ~~xxx~~ lost its way during the war into Sweden. Do we have it here again? We gaze [out of] our living rooms with wonder and terror.

We who return from country villages with a cool and calm feeling shall now be able to make a promise: we present 100 kroner to the Help Europe [fund] the same day it can be shown that we test the range of remote-controlled bombs. The accounts have appeared in these columns. But the proof ~~xxxx~~ ought then to be something else than a part of a steam engine, which was sent in lately to the defense staff; technology has advanced a little since Mr. Watt's day. Help for Europe has its chance because naturally it can be thought that the Russians are carrying out tests with German weapons from some base in east Germany and that now and then one can go astray. But what in heaven's name is the reason for shooting over us? Why make the Swedish newspaper report about how ~~xx~~ the projectiles go when they own hundreds of well-controlled square miles to test in? Why put pressure on us--when the first ~~xxxxxxx~~ rule behind spanking a child is that he should know the reason for it? We doubt the ghost rockets, all five of them or all hundred, if you will. [?] Up till now there has been no end to observations of the same sort, and should they all be true, Russians would have to put the whole German toy industry changing to production of ghost bomb launchers. [?] Our doubt sharpens to something like certainty, when our ~~xxxxx~~ own poor country seemingly [all night long] on 11 and 12 August was exposed to intensive bombardment. These dates stay always firm in our memory since childhood's happy years, because precisely on those evenings we were allowed to stay up particularly long, whereupon our astronomically inclined father led us by the hand to look at the wonders of the starry heavens. Then too we both saw falling stars and meteors, but never once did the idea cross my boy's mind that they could be ghost rockets. Fantasy goes onward like technology. No, as it is said, a 100 kroner to Help for Europe for the first [demonstration].

We realize that this is a villainy, a bare and unromantic villainy. But we promise in due time to relate nevertheless for our grandchildren [what it was like] when our country was fired on with ghost bombs in the autumn of anno 46.

--O, thou latter-day child: I do not wish that anyone should put faith in this old story, shall we exclaim [with all our might] to our Selma.

Then we can console ourselves that the wicked Sintram [?] all the while stays ~~xxx~~ sitting on the other side of the Eastern Sea and grumbles in his rocking chair. / E.W.

1946 August 19 (Mon) Svenska Dagbladet, last p.

Ghost bomb over Näsäjo.

NÄSÄJO, Sunday (SvD's corresp) A so-called ghost bomb passed over Näsäjo on Sunday morning at 1.40 o'clock. Two persons saw a comet-like fireball pass the city at an apparently low height.

The fireball, which was reflected against the sky at about a decimeter's diameter, moved with seemingly great speed in a westerly direction. In a talk with the Svenska Dagbladet's correspondent, one of the persons who saw the fireball stated that the view was apparently good and that the round projectile had a round-edged lighted surface[?].

but no tail or other features in this line could be observed. It moved in a horizontal plane with some rising in the path, and therefore there could not have been any heavenly body involved.

Space projectile over Sundet.

KOPENHAMN, Sunday (TT fr. RB) On Saturday evening two space projectiles were observed at Öresund outside of Snekkersten. It was still light and the observers declare that the projectiles had the shape of an airplane fuselage. It occasionally ejected sizeable smoke clouds. The projectile, which went slower than an airplane, disappeared in a northerly direction.

Ghost projectile in the area of Borgå.

HELSINGFORS, 18 Aug. (TT) On Saturday morning there was observed a ghost rocket in the Borgå area. The projectile went at about 500 meters height and disappeared in the clouds. It was surrounded in the air by a shine which [might] issue from a magnesium flare.

Scare-shot from a ghost bomb?

CÖTEBORG, Sunday (TT) A mysterious luminosity and a violent clap, both of which may have issued from a so-called ghost projectile, caused excitement late Friday evening in a couple of farms in central Sweden. The explosion took place so close to the habitations that it ~~xxxx~~ began to be feared that a cow-house had caught fire. All around the farms the explosion was heard and in one part [of the place] a luminosity was sighted as well from a glowing ball shortly before the clap.

One part of the witnesses said they were convinced that the space projectile was really a fireball.

1946 August 19 (Mon) Horgon-tidningen, last p.

Space projectile against telephone line.

A person at a place in central Sweden at 18.30 on Sunday observed a lighted ball in space. The lighted ball seemed to be of a croquet ball's size and went plainly into a telephone line, which broke apart. Bits of the telephone line were found, but of the projectile, as far as can be judged, no trace has been found.

1946 August 21 (Wed) New York Times, p. 3.

Doolittle, Sarnoff Stir Swedish Talk / Special to The New York Times.

STOCKHOLM, Aug. 20--Two U.S. experts on aerial warfare, Gen. James Doolittle and David Sarnoff, arrived in Stockholm today, apparently independent of each other. The official explanation is that Gen. Doolittle, who is now vice president of the Shell Oil Company, is inspecting Shell branch offices in Europe and selling oil and gasoline, while General Sarnoff, who is president of the Radio Corporation of America and a former member of Gen. Dwight D. Eisenhower's London staff, is studying the market for radio equipment.

The two men arrive here ~~xxxx~~ as reports on "phantom bombs" are more numerous than ever. The Chief of the Swedish Defense Staff, Col. C.R.S. Kempf, said tonight he was extremely interested in asking the two generals' advice and, if possible, would place all possible reports before them.

General Doolittle, who arrived from Oslo, where he saw King Haakon of Norway, said on his arrival that he was merely on a business trip but was willing to place his knowledge and experience at the disposal of Swedish authorities in case they wanted his advice. He pointed out that it had been possible in England during the war to detect the range of German planes, the place where they took off and their height. He was highly surprised that the Swedes had not yet found a trace of a rocket and also that no theory had been advanced.

General Sarnoff said definitely that it was possible today by means of radar to detect the range, height and even place from which rockets are fired. He said he was willing to give advice if the Swedes wanted it.

1946 August 21 (Wed) Svenska Dagbladet, last p.

Ghost rockets over France too.

PARIS, 20 Aug. (AP) Reports of a long whistling, which the inhabitants of the community of Chatillon on the Seine northwest of Dijon say they have heard every night during the last week, circulated in Paris on Tuesday. According to the Paris newspapers various witnesses have seen "an enormous long projectile" rush forward through space with a long orange-red tail after it.

1946 August 22 (Th) New York Times, p. 2.

Doolittle Consulted by Swedes on Bombs / Special to The New York Times.

STOCKHOLM, Swe., Aug. 21--Swedish authorities consulted Gen. James H. Doolittle today on the mystery missiles which have been coming over Sweden. General Doolittle met the commanders of the Swedish Air Force and some of his staff to discuss the phantom bombs and he read the reports that the Swedish General Staff had received.

Simultaneously a spokesman for the Swedish Defense Staff stated that the Swedes had obtained "certain results with radar, which registered the presence of bombs over the country."

Registrations were made during days when reports on the bombs were most numerous. It is believed that in the near future they will reveal the type and identity of the bomb.

General Doolittle said he was unable to make any statement as it was up to the Swedes to publish anything about military happenings in their country.

A Swedish spokesman said that action had been discussed and certain new measures suggested.

Special to the New York Times.

LONDON, Aug. 21--The Swedish Government, in an effort to trace the source of rockets that have been falling on Swedish territory over the last three months, has approached Great Britain with a view to buying radar equipment.

At the moment British experts are demonstrating radar to Swedish

engineers and there is not much doubt that a deal will be made and that both equipment and operators will be shipped to Sweden in the near future.

Fri. Aug. 23, p. 6--Inquiry Into Arms in Germany Seen.

LONDON (Britain wants to investigate reports of Russians manufacturing arms in Germany).

Spokesmen said radar equipment is being sent to Sweden.

Later a Government source said British radar experts who had visited Sweden recently had submitted secret reports to the British Government on the origin of the rockets.

1946 August 22 (Th) Svenska Dagbladet, p. 13.

Radar seeks the ghost bombs.

For some time now the possibility has been [entertained] that, with the help of its own radar equipment, the Swedish air force would seek to expose the mysterious ghost bombs.

Also, at one of the radar stations positive returns (contacts) have been gotten, but it cannot be established what caused the return. Since investigations [give evidence] that the return could not be caused in any "natural" manner, or by a passing airplane, observation balloon or the like, the phenomenon has been transferred to the ghost bomb's account.

12 "ghost bombs" up till now over Denmark.

KÖPENHAMN, Wednesday (AP) At least 12 "ghost bombs" have been observed up till now over Denmark, one of which is believed to have exploded over Copenhagen. As a result of the increasing "traffic" the authorities have requested the press to no longer mention where a particular bomb was observed, but instead to use phrases such as "somewhere in northern Denmark," etc.

August 21, p. 3. Ghost rockets can be guided by radar. [David Sarnoff visits Sweden on a business trip for RCA and discusses radar guidance, mentioning that a missile might be guided at a distance of 75-150 km.]

1946 August 22 (Th) Horgon-tidningen, p. 3.

Radar has been tested against ghost bombs.

The Swedish defense staff has, as the American general Sarnoff already foresaw in yesterday's MI interview, carried out on its own investigations into the ghost bombs with help from radar. Definite contact has been made, but the size of the projectiles and wherefrom they come, there is still nothing known. Theories about meteors should be written off due to the radar, however.

An effective ghost bomb hunt demands setups with both long and short wavelengths, and since every radar [unit] requires three to four men's services it is understood that there are not enough men. But even if the defense staff got any results, they certainly would not give publicity to them, so these observations in such cases might not come to the sender's attention.

Piece found after bomb in Denmark.

The space projectiles over Denmark, according to the Nationaltidende, appear to be a reality, and since now military experts have gotten hold of ~~xxxx~~ metal parts from one or more projectiles and are carrying on investigations of them, they have entered into collaboration with Swedish military technicians to try to clarify the matter.

On the side of the Swedish military it was stated on TT's inquiry [that] nothing was known about the collaboration referred to in the above telegram.

Brightly lighted bomb over South Sweden.

Two persons observed, about 1.30 a'clock Wednesday morning from a place in southern Sweden, a phenomenon in the sky which recalled the so called space projectiles. It was a fireball which passed parallel to the ground directly over the spectators' heads.

It emitted an intense light and had a tail of fire after it. No sound was heard. After a moment the ball itself disappeared, but the fiery tail could be seen from 4 to 5 seconds afterwards. The direction was west-southwest.

xx p. 1. Danes find metal piece of a ghost bomb.

A ghost projectile in Denmark has left a trace after it. Military experts have gotten hold of the metal piece and are collaborating, according to the Nationaltidende, with Swedish technicians in an investigation. On Sweden's side such collaboration is denied, however. The Swedes have pursued investigations after the ghost bombs ~~xxx~~ with the help of echo radio (radar) and have even achieved positive results.

1946 August 23 (Fri) Svenska Dagbladet, p. 3.

Ghost bomb was a wind balloon. / Observatory saw an exploding star.

The observatory in Saltsjöbaden [spoke out] on Thursday from Tranenbergs, where at 18 o'clock was observed a motionless "lighted ball" over Ulvsundasjön. The object gave off a bright shine and the observers thought as well that they sighted a faint smoke around it.

Also in Stocksund was the phenomenon observed. There at 19 o'clock a "slowly and jerkily moving star" was seen. It moved slowly from the northwest toward the south at a height of about 1000 meters, whereupon it suddenly went out.

When the observatory in Saltsjöbaden, as a result of the Tranenbergs alarm, took to viewing the heavens, they discovered an object which looked like a brightly luminous star at a height of 18000-20000 meters. It appeared several minutes, but was thought to explode at 18.57 c'clock in a northwesterly direction from the observatory. One immediately had the feeling that it acted like solar reflection [striking] some balloon.

The weather bureau at Bromma could give a conclusive solution to the puzzle: From the radiosonde station there a balloon with measuring

Instruments in a box underneath was sent up. It was released up to a height of close to 20000 meters--where it was scheduled to burst. The reflections, which could be seen as well from Bromma, started when sunlight fell on the bright metal sides which surrounded the instrument box.

1946 August 23 (Fri) Horgon-Tidningen, p. 15.

The ghost bomb fantasy and the radar purchase.

Negotiations about Swedish purchase of radar apparatus in England and the USA has led in English newspapers to report that this purchase is connected with English help toward Sweden to solve the ghost bomb problem. This is denied categorically, however, by the Swedish Air Force as well as official British spokesmen.

The truth of the matter is that the negotiations came about in order that the present Swedish radar equipment, out of security reasons, is unsatisfactory in use against the Vampire-planes which were bought in England. Therefore it has not the slightest connection with the recent rocket projectiles over Sweden. Any foreign help in the last-named connection is on the whole undesirable.

1946 August 24 (Sat) Svenska Dagbladet, p. 20.

The "ghost bomb" found.

The radiosonde (balloon) which was sighted on Thursday over Stockholm's northern suburbs and to begin with was thought to be a space projectile was found on Friday morning by a municipal worker in Aspudden. He turned it in at the Liljeholm police station, where the box (case) was investigated and a report was made of the finding which was forwarded to the Meteorological and Hydrophysical Institute for the reward of 10 kroner which accordingly the municipal worker is to collect.

pp. 3, 20. [article on radio-guided missiles as future weapons.]
1946 August 29 (Th) Svenska Dagbladet, p. 14.

Space projectile explodes.

KÖPENHAMN, Wednesday (TT) An exploding space projectile stirred up the inhabitants of a small village in northern Jylland on Tuesday evening. A peculiar yellow-white light was discovered at 21.30 o'clock and immediately thereafter came a sphere-shaped object at tree-top height and exploded and sent out a sea of fire, which looked like a thousand stars falling. A projectile was observed over eastern Denmark as well. It went at great height.

Reddish fireball, unheard-of speed.

MALMO, Wednesday (TT) Two so-called space projectiles were seen on Tuesday evening in southern Sweden. They came at 21 o'clock, about five minutes apart, in a direction south-north, and height estimated at around 200 meters. Both shone reddish and were nearly ball-shaped, besides which one had a tail behind it. The speed was tremendously fast.

"A little black cloud came travelling."

UPPSALA, Wednesday (TT) A sky phenomenon was observed on Tuesday afternoon at 17.30 o'clock over a lake in central Sweden. At around 100-400 meters above the surface of the water came "a little black cloud" travelling and it disappeared with unheard-of speed out of the range of vision. No whirlwind could be involved, the informant thinks.
1946 September 4 (Wed) New York Times, p. 10.

Russians Cry 'Slander' to Rocket-Firing Charge / By Reuter.

MOSCOW, Sept. 3--The Soviet journal New Times denounced as anti-Soviet slander today allegations that radio-controlled shells fired by Russians were crossing Swedish territory.

The paper said that, although one Swedish newspaper had concluded that the alleged missiles were nothing but a mirage, the "panic" spread by the reports was not a mirage but real fact.

The denunciation formed part of a new serial "dedicated to a systematic exposure of anti-Soviet misinformation and slander which is poisoning the international atmosphere." Flow of such material, New Times declared, was incessantly increasing.

Other examples that the magazine dealt with were the purported mass kidnappings of German youths by the Russians, which "proved untrue and poisoned the air like a bad egg," and allegations about the recent Soviet-Afghan border agreement.
1946 September 4 (Wed) Svenska Dagbladet, p. 3. (card 1)

Ghost bomb awakens interest in England. / Star reporter sent to Sweden.

LONDON 3 Sept. (SvD's London editor) The flying projectile over Sweden now meets the standards [belongs to the standard matter of] of the British press. Scarcely a day goes by at present without some of the great newspapers having articles on this phenomenon. An overview of the Swedish clippings out of the British provincial press indicates that a great number of newspapers contain notices or long articles on the matter.

On the first page of the Tuesday issue of the Daily Mail turns up an article by its famous foreign reporter, Alexander Clifford, located in Stockholm. Like most of the other English commentators he has come to the conclusion that the projectiles are fired by the Russians. Like most other journalists he is convinced as well that the "ghost bombs" are the foremost topic in Sweden: "Deep in the heart of Sweden the country creates a new folklore around them."

What worries and sometimes angers the Swedes, Clifford goes on, is the question of why the Russians choose their country for experimentation. They wonder if anything in particular lies behind it. For an answer only new theories come up, and none are particularly credible. This is the worst thing of all. "With closed lips the Russians experiment in public with a machine, which does not leave the slightest trace and in so doing defies many scientific laws. It is a

disquieting to have overhead during its development." Most Swedes, states Clifford, have abandoned the idea that the bombs are directed against Sweden, but they think instead that the air space over their country is exposed to experimentation. They certainly are strongly aware of their position as the "filling in the sandwich" between East and West, and they are a very good and tasty filling too. They have just gotten into the FN(=U.N.?) and face problems of how they shall vote. Is it wise to vote with Russia? Is it fair to vote with the Western democracies? They are just now in the course, with many ticklish negotiations, of a business deal with the Russians.

The ghost bombs, concludes Clifford, are considered by the Swedes as a disharmonious [intrusion] in life in Sweden with [its abundant existence]. The bombs give an unpleasant idea of what the next war will be like. "On this matter are the Swedes [left] with a feeling of discomfort about the sky above them, and guessing that all the while the Russians know. The mystery for them is not mysterious. And how they must laugh when they read an article like this." / Raamus. Experiment stations in Yugoslavia too?

A "ghost bomb" was, according to Italian newspaper reports, observed yesterday over the Adriatic Sea. Fishermen from Ancona have reported that they observed the mysterious projectile, which fell down into the sea and threw up a high vapor cloud. Since neither artillery fire from a warship took place in those waters nor was any military airplane reported over the area, it is thought that the projectile was a rocket bomb of the German V type, which was fired from a base on Yugoslavian territory. These observations are connected with rumors that the Russians might have established an experimental base in Yugoslavia on the model of the great base at Peenemuende. The Russians talk about lies and panic.

MOSCOW, 3 Sept. (AP) On the Russian side has been taken up now the reports about "ghost projectiles" in Sweden, and the Swedish press is criticized sharply in the Novoe Vremia for its uncontrolled articles, in which it is stated that it is a question of radio-directed projectiles which have been sent out by the Russians. "Panic," they claim, "spread so quickly that the Swedish defense establishment gets a hundred reports a day of observed projectiles."

"The Swedish lies are also supported from outside," it is further claimed in Novoe Vremia, which states that the Reuters bureau reported that England intends to give Sweden radar equipment in order to seek to clear up the origin of the projectiles.

"But soon talk naturally bubbled [tongues began to wag], and the Swedish defense staff found that the matter, traced to the stated place, had nothing to do with projectiles," said the newspaper, which drew the conclusion that the rumors were given spread in Sweden to increase suspicion and mistrust of the Soviet Union.

[Rumor has it that the Russians have built an "atom city" of 400,000 where scientists and technicians are working on a "cosmic bomb."] 1946 September 6 (Fri) New York Times, p. 11 (continued fr. p.1)

Carrier Cancels Athens Air Show (AP) Athens, Sept. 5

Acting Foreign Minister Stephanos Stephanopoulos supported a statement in London by Premier Constantinos Tsaldaris that flying rockets had been seen in northern Greece. He said that Greek divisional commanders and British officers had seen them both east and west of Salonika.

He said that rockets, estimated to be flying at a height of 5,000 to 10,000 yards, had been seen specifically at Drama, 110 miles north east of Salonika and just below the Bulgarian border. He added that an investigation was under way.

Sat. Sept. 7 p. 4--Air Show in Athens Called Unfeasible (Special to NYT) Athens, Sept. 6 ... / British Scout Rocket Reports...

The British Embassy issued a news release tonight discounting reports that flying rockets had been seen over northern Greece.

The release, emphasizing that no British officer had reported seeing such missiles, said the rockets could have been a type of flare, such as a Very pistol, a number of which have been reported in the area.

1946 September 8 (Sun) Svenska Dagbladet, last p.

Rocket bomb made in the Harz.

Rocket bombs of the V4 type now are manufactured on a large scale in a forest factory in the southern Harz within the Russian occupation zone, says the New York Herald Tribune's Berlin correspondent.

A thousand German engineers and technicians are occupied with the manufacture, overseen by 170 Russian officers with two generals at the head.

The two German engineers Hartung and Geister, who constructed the German war fleet's last ocean-model U-boat, are today employed by the Russians.

The American correspondent adds that hitherto only some of the facts were exposed about the extent of the Russian war industry in eastern Germany.

1946 September 11 (Wed) Svenska Dagbladet, p. 13.

Space projectile over southern Sweden.

MALMO, Tuesday (TT) A space projectile consisting of a nucleus with a clear blue-white light and a shining tail, was observed on Tuesday over southern Sweden by many persons.

Th. Sept. 12, p. 11. Space projectile also over West Sweden. GÖTEBORG, Wednesday (TT) In a couple of places in western Sweden was observed on Tuesday evening a phenomenon which was thought by everyone to be a space projectile. The thing was sphere-shaped with a light streaming after it. It stretched forth under the clouds and about the same velocity as the flight of a fast fighter plane.

1946 September 13 (Fri) Svenska Dagbladet, last p.

Ghost bomb over Austria.

WEIN, 12 Sept. (TT fr. Reuter) According to another unconfirmed report received here, a mysterious rocket projectile (ship) passed over the city of Graz in the British occupation zone on Thursday afternoon. The projectile went at a great height in a northwesterly direction.

1946 September 14 (Sat.) Svenska Dagbladet, last p.

Lothring residents saw a mysterious meteor.

PARIS, 13 Sept. (TT fr. Reuter) Persons living in Nancy in Lothringen reported today that yesterday evening a "mysterious meteor" was observed in the heavens which went in a direction from south to north. "What I saw could not possibly have been an airplane light or a shooting star," said one eyewitness. "Two shining bodies connected by a line of fire passed through space and from the rear of the projectiles streamed a phosphorescent light. The velocity was as great as that of the fastest fighter plane," said the eyewitness. Several days later a "meteor" was observed by persons living in the city of Longwy in Lothringen.

1946 September 17 (Tues) New York Times, p. 8.

'Missile' Is a Meteorite / Swedish Physicist Is Skeptical About Reports of Firing

Dr. Manne Siegbahn, 59-year old Swedish nuclear physicist and Nobel Prize winner, who arrived here yesterday from Goeteborg, Sweden, on the Swedish American liner Drottningholm, expressed doubts about recent reports that rocket bombs had been fired over Sweden.

"There is no clear evidence that any guided missiles have been flying over Sweden," Dr. Siegbahn declared. "I myself, examined one reported to be such a missile and found it was a meteorite. I am very suspicious about the existence of such a thing."

Dr. Siegbahn, who came to the United States to confer with American physicists and as Swedish delegate to the forthcoming bicentennial celebration of Princeton University, declared that "hysteria" might have been a factor in reports about the missiles.

Carl J. Hambro, Norwegian delegate to the General Assembly of the U.N., also arrived on the ship.

1946 September 18 (Wed.) Svenska Dagbladet, p. 3.

Ghost bomb over Denmark was a meteor.

Not all ghost rockets are "genuine." According to what the Svenska Dagbladet's Copenhagen correspondent gathered from absolutely reliable sources, it has been declared after closer investigation that the "ghost rocket" which on September 10 in the evening was observed at various places in Denmark was a meteor which went over the sky from east to west.

1946 October 11 (Fri) New York Times, p. 3.

Swedish Inquiry Fails to Solve Rocket Case / By the Associated Press.

STOCKHOLM, Oct. 10--Swedish military authorities said today that they had been unable to discover after four months of investigation the origin or nature of the ghost rockets that have been flying over Sweden since May.

A special communiqué declared that 80 percent of one thousand reports on the rockets could be attributed to "celestial phenomena," but that radar equipment had detected some objects "which cannot be the phenomena of nature or products of imagination, or be referred to as Swedish airplanes."

The report added, however, that the objects were not the V-type bombs used by the Germans in the closing days of the war.

(same p.--Armed Forces send V-2 rocket 102 mi. hi from White Sands, rocket reaches 3600mph).

Th Oct. 24, p. 12--Sweden to get 90 P-51's / U.S. Gives Permission for Sale of Surplus Fighter Planes.

Washington, Oct. 23 (AP)---

Swedish Legation officials said the planes would be used to strengthen Sweden's air force. They maintained the sale had no connection with Sweden's efforts to trace the mysterious "rockets" reported over the country in recent months.

1946 October 11 (Fri) Svenska Dagbladet, p. 17.

Most "ghost projectiles" have been celestial phenomena, / BUT MANY CASES UNSOLVED. /

The majority of sightings of luminous phenomena over Sweden certainly result from celestial phenomena, it says in a comparison of reports and conclusions since last spring, which the defense staff has made. One of the sightings still cannot be explained without having to rely on some kind of occurrence of a different sort.

Not enough reports are in hand, meanwhile, to be able to draw firm conclusions with any certainty concerning their nature, origin and appearance.

The first reports of strange luminous phenomena over the country began to come in to the press and military authorities at the end of May 1946. By the beginning of July hardly [two] days went by in succession [without] a large number of reports from various parts of the country. A similar increase occurred again at the beginning of August. In between the frequency of reports has been relatively low and during September fell to about a single case a day.

Through collaboration with astronomers it was clear that the two "peaks" in July and August probably were caused by meteors or meteorites.

Even at an early date measures were taken through which the military authorities tried to keep a close watch over the aerial territory and sought to clear up the phenomenon. Sure indications were obtained by radar and also by other instruments, but it proved impossi-

ble to establish from this what kind of object it was.

Of about 1000 reports which came in to the defense staff it is believed about 80 percent are really celestial luminous phenomena. The remaining reports concern objects of various shapes, as a rule combined with light and sometimes also sound phenomena. Most observations are very vague and must be treated with great skepticism. In some cases quite unequivocally precise observations are made which cannot be assigned to natural phenomena or fantasy productions and neither, according to investigations made, can be considered Swedish airplanes. Some projectile trajectories cannot satisfactorily be [accounted for]. Out of no case of crashes has come forth anything which can be considered as material which might issue from some fallen space projectile. In certain lakes has much search effort been made because of supposed crashes. So far, however, no find has turned up which can be presumed to come from a weapon of the V-type.

1946 October 15 (Tues) San Diego Union, p. 1.

Space Ship Flaps Wings Over San Diego, 'Observers' Claim.

An explanation from Los Angeles that an "interplanetary space ship" reputedly sighted over San Diego was only a Western Airlines plane was flatly rejected last night by Dr. Meade Layne, of 3615 Alexis place, who described himself as an investigator in the field of parapsychology.

Layne emphasized that he did not see the space ship he believes came from another planet and hovered over San Diego for several hours Wednesday night, but he said 30 other persons had seen it and seven or eight had reported seeing it flap its wings.

The parapsychologist said "a medium whom I've always found reliable" had transmitted the "information" that the ship came from another planet, used a "gravitational screen" to fly through space and small electric motors to flap its wings in the earth's atmosphere.

1946 October 18 (Fri) San Diego Union, p. 2.

Search for Rocket Flares Reported at Sea Fruitless

Rocket flares, reportedly seen on the horizon at sea by a Carlsbad resident, sent a coast guard plane on a fruitless search of the ocean area last night. Lt. E.P. Preston, duty officer at the Coast Guard air station, reported.

A twin-engined amphibious plane, piloted by A. Flapp, was dispatched to the area but found nothing. Several other times in recent weeks coast guard planes have gone out in search of ships or planes in distress after residents had reported seeing flares off the coast, but source of the flares has not been found.

1946 October 21 (Mon) Svenska Dagbladet, p. 5.

"Ghost bomb" falls in a lake.

A peculiar object which fell into a lake in southern Sweden is now the object of an investigation. Two persons who were located on the lakeshore, heard a whistling sound in the air, something like when a flock of birds passes by. They then observed an object, which came over the treetops going at a low altitude. It was dart-shaped, supplied with something like short wings and a ball-shaped tip. The projectile fell directly out from the shoreline and probably exploded on impact.

1946 October 26 (Sat) New York Times, p. 2.

Stolpmuende Called Rocket Base / Special to The New York Times.

STOCKHOLM, Swe., Oct. 25--Stolpmuende on the Baltic, 125 miles northeast of Stettin, is the Russian base from which mysterious rocket bombs have been fired over Sweden, according to a young German who arrived in Sweden yesterday as a refugee. After the end of the war, he said he saw the Russians carry the main equipment from the Peenemuende base to Stolpmuende, where the Germans had smaller V-weapon sites. The refugee declared he often heard the "thunder" as projectiles were launched across the Baltic toward Sweden.

1946 November 21 (Th) Svenska Dagbladet, p. 10.

"Ghost rocket" observed by Russian polar station.

LONDON, 20 Nov. (AP) A meteor was sighted on November 12 by Leningrad's arctic polar station at Providencia Bay in Siberia, reported Moscow radio on Wednesday. "The meteor was observed for 22 seconds at 20 to 25 degrees elevation over the horizon and its course described an almost straight line," it says in the report, wherein it is declared that it "gave the impression of a white-hot flying cannon-ball." The speed was relatively low. The meteor's color was red-violet and its tail was blue, it says in the description which to some extent recollects the meteor-like objects which in recent months were observed over the Scandinavian countries.

1947 March 22 (Sat) New York Times, p. 8d.

'Phantom Bomb' Returns to Skies Over Sweden / Special to the New York Times.

STOCKHOLM, Sweden, March 21.--Another of the "phantom bombs" that were seen frequently over Sweden last fall was observed today over the southern part of the country by several persons. At first they thought it an airplane, but looking more intently they noticed that smoke was coming from the tail and that its shape differed from that of a plane.

The projectile was flying from east to west at a considerable height. The witnesses described it as a cigar-shaped metallic body, approximately 60 feet long, traveling at slow speed and making no noise.

The "bomb" was visible for a considerable time and smoke was observed long after the projectile disappeared. Judging from the smoke, the missile turned at a certain point and flew back eastward.

June 28, 1947 Fort Wayne, Ind., News-Sentinel (Sat.) p. 19

Railroad Engineer/Reports Sighting/Fast-Flying Discs
Joliet, Ill., June 27 (AP)—A railroad engineer reported today he had seen a group of fast-flying discs in the sky near here Tuesday—the same day an Idaho businessman reported having sighted a similar phenomenon over western Washington.

Charles Kastl, of Joliet, an engineer for the Elgin, Joliet and Eastern Railroad for 33 years, said he saw the discs about 1:50 p.m. (CST) Tuesday while he was driving to work.

"There were about nine of them in a formation—flat circular objects—going faster than any airplane I ever saw," Kastl said. "They appeared to be very high flying south, and weaving slightly in flight, and every now and then, one would reflect the sunlight in a brilliant flash.

"I got the impression that they were somehow being towed although I could see nothing ahead of them. They were in sight about 25 seconds and then a building obstructed my view."

Kenneth Arnold, Boise, Idaho, reported seeing a similar formation at 10,000-foot altitude over the Cascade Mountains in Western Washington Tuesday afternoon.

July 2, 1947 Fort Wayne, Ind., News-Sentinel (Wed.) p. 20

Huntington Man Thinks/He Saw 'Discs' Maybe
(Special to the News-Sentinel)

Huntington, July 2—Kenneth Johnson, this city, returning from Columbia City last Friday night, saw three "kites with tails" which travelled at high speed through the heavens, spreading light that illuminated whole fields, he declares.

He at first thought the phenomenon was lightening, but after reading about "flying discs" allegedly seen in other parts of the country, he wonders.

The weather was threatening at the time.

July 3, 1947 Fort Wayne, Ind., News-Sentinel (Thurs) p. 5

'Flying Discs' Are Carnival Lights, Woman Believes
(Special to News-Sentinel)

Huntington, July 3.—The "flying discs" and "kites with tails of fire" seen in Indiana skies after dark are believed to be reflections from the beam of high-powered searchlights carried by a carnival company.

Mr. and Mrs. Dean Swander visited a carnival at Muncie about two weeks ago and saw three of the big lights, surplus Army equipment, demonstrated as a novelty. Swander was told the beams could be seen from 60 to 200 miles. The next night from Huntington she saw beams in the south, apparently from the same lights.

The "kites with tails" seen by Kenneth Johnson last Friday night when a rain storm threatened could have been the beams being played on clouds, she said.

July 8, 1947 Fort Wayne, Ind., News-Sentinel (Tues.) p. 9 (Card 1)

Mystery of Sky May Go Back Several Decades, Book Reveals
Los Angeles, July 8. (EIS)—The mystery of the "flying saucers" is not new. It goes back three decades and even further.

The only thing new is the designation of them as "flying saucers." In "Forgotten Mysteries," a book published early this year (months before the "flying saucers" were sighted) R. Dewitt offers two cases which suspiciously resemble the current mystery:

(1) "A strange procession of unknown things was seen in the sky on February 9, 1913, according to reports gathered by Astronomer-Professor Chant of Toronto and published in the journal of the Royal Astronomical Society of Canada.

"Prof. Chant's collection of observations covered numerous (garbl) Luminous Body Seen

"Early in the evening of February 9, a luminous body was seen near the horizon. Soon it began travelling in a straight line across the sky. It was observed that '...the body ~~xxxx xxxxxxxx~~ ~~streaky~~ was composed of three or four parts with a tail to each part.' This group or structure moved with a 'peculiar majestic deliberation. It disappeared in the distance, and another group emerged from its place of origin.' A third group followed.

"According to another observer, 'There were probably 30 or 32 bodies, and the peculiar thing about them was their moving in fours and threes and twos, abreast of one another; and so perfect was the lining-up that you would have thought it was an aerial fleet maneuvering after rigid drilling.'"

(2) "The British steamship, *IBIS* *Caroline*, was steaming slowly through the East China Sea, between Shanghai and Japan, on the night of February 24, 1893. At 10 p.m. some 'unusual lights' were reported to Captain Charles J. Norcock. He went on deck to investigate.

Lights Clearly Visible

"The lights were clearly visible between the ship and the shadowy mass of the coast line. At that point the land rose 6,000 feet, and the lights were below the summit of this mountain.

"There were several lights, appearing to have a globular shape. Sometimes they moved together as a mass, then they would string out in a line. Finally, after having been under observation for two hours, they bore northward until they were lost to sight.

"The following night the lights were again visible... moreover, they cast a reflection on the water below them... in the same locality and at about the same time Captain Castle of the *IBIS* Reander saw similar lights. Captain Castle altered course and made towards them. The lights moved away as if trying to evade the ship."

The descriptions seem to check with those of people who claim to have seen the "flying saucers."

Perhaps this will help clear up the mystery.
July 8, 1947 Fort Wayne, Ind., News-Sentinel (Tues.) p. 23 (side A)

Three Decatur Women/See 'Things' in Sky (Speed North to South)
Borne, July 8.—Yes, Adams County people have seen them too, the "flying discs." Three Decatur women, Mrs. Grover Clouser and the Misses Janet Brown and Vida Williamson all report seeing one of the strange objects go over the city at a high altitude Sunday night. They describe the object as a huge thing, with a bowl effect. It was more the silver color of a fluorescent light than the red glow of a fire, they said. The object is said by the three ladies to have travelled at a fast rate of speed.

July 8, 1947 Fort Wayne, Ind., News-Sentinel (Tues.)

p. 8: Editorial Cartoon—"Don't you recognize those 'flying saucers?'" (U.S. dollars thrown by Truman to Europe over head of an American taxpayer)

p. 25: They were so big (hands spread 12-16 inches)—Patrolman Frederick Schlauch shows the size of the flying saucer he says he saw in the sky just as he looked after changing an automobile tire in Elizabeth, New Jersey. They were diving and fluttering on their way to the northeast he says. (AP Wirephoto) (suggestion of Dec-4)

p. 1: 'Disc' Was A Saw Blade—Object reported as a "flying disc" which struck a Milwaukee, Wisconsin, church turned out to be a circular saw blade with wire and two small tubes attached. Father Joseph Brasky of the church holds the "disc." (Acme Telephoto)
July 9, 1947 Fort Wayne, Ind., News-Sentinel (Wed.) p. 24

'Flying Saucer'/Hoosier's Alibi/ For Fast Driving
Indianapolis, Indiana, July 9 (EIS)—The "flying saucers" were in the center of a number of developments in Indiana Tuesday.

Joseph J. Kuritz, of South Bend, who was arrested for speeding, said he was pursuing a "disc," adding:

"It was a low-flying, fiery, copper-colored disc and was going about 200 miles an hour. I had it in sight for about ten minutes."

Another resident of South Bend, Kenneth G. Merrill, president of a manufacturing company, offered the following explanation for the aerial stranger:

"I think that what appears to be flying discs is the result of radio transmissions of enormously potent electrical energy."

Mark Purcell, noted Rushville weather seer, said he feared that the "saucers" were related to the atomic bomb and the destruction of the German arsenal at Hiltigoland and that they were playing bob with the weather in general.

An Indianapolis woman was sent to the mental ward of the city hospital when she was found hacking holes in the sidewalk with a hatchet. She explained that she was trying to drive the "saucers" away.

Kenneth Stanford, of Crawfordsville, declared that he had seen ~~ex~~ five "discs" moving in a northeasterly direction at high speed.

July 10, 1947 Fort Wayne, Ind., News-Sentinel (Thurs) p. 30

Bluffton Sees 'Flying Saucers' Too, Thinks They Are Surveyors' Lights

Bluffton, July 10.—Bluffton citizens began getting into the "flying saucers" mystery today as several persons reported seeing "balls of fire with long tails" streaming through the sky at night. While several such reports have been noted here recently, it is thought that these have no bearing on the supposedly flying discs reportedly sighted by numerous persons across the Nation.

The "balls of fire" seen around this area have been noted only at night and are believed to be caused by powerful beacon lights employed by Government surveyors in this area who have been mapping the terrain for the last few months. The light rays playing on low-hanging, rolling fog might produce the effect of a boiling flame or ball of fire.

July 11, 1947 Fort Wayne, Ind., News-Sentinel (Fri.) p. 2

Norway Reports 'Flying Saucers'

Stockholm, July 11. (EIS)—Norwegians reported today that "flying saucers" have appeared over Southern Norway.

Three persons asserted that they had seen such an object at Slotfoss at 7:30 p.m. last night. They could not estimate its altitude but said that it blinked like the stars.

p. 6: Humorous comment on editorial page—In the kitchen its flying rolling pins and in the sky flying saucers.

p. 11: A Flying Disc?—This disc is flying but it is plainly nothing more than a pie pan (a fast-action camera photographs a pan rolled by—used as a way to test cameras (??—irrel.)
July 12, 1947 Fort Wayne, Ind., News-Sentinel (Sat.) p. 19

Camp Scott Housewife/Sees Saucer Flying By

Those flying saucers just keep on rolling along. This time it was a Camp Scott housewife, Mrs. Florence Ritchie, who sighted a saucer as she was stringing the family wash on the line about 2 p.m. Friday.

She screamed and the neighbors—jumpy souls—came a-runnin'. Says Mrs. Ritchie: "They were just floating along like balloons towards the east. Sometimes they would go behind a cloud but we watched them for several minutes. They reminded us of plates being

rolled along on their edges."

Then, Friday night, David Ludlum, 2326 Gay Street, insisted he saw one over the downtown area going northwest about 9:45 p.m.

July 14, p. 10: No Need For a Lot of Discussion (picture of two boys looking skyward while they fish--house paint ad).
October 20, 1947 Fort Wayne, Ind., News-Sentinel (Mon.) p. 19

Reporter Swears She Saw Flying Disc Here

That Unexplained phenomenon of the night sky is back--the flying saucers.

The observer is a thoroughly seasoned newspaper reporter who insists on being anonymous. She said she actually saw what appeared to be a flying disc, soaring over the northeast part of the city at 10:57 Saturday night.

About the size of a pie plate, she said, its leading edge was dark and its trailing edge was illuminated to the intensity of a bright moon. She estimated it was visible for roughly two seconds.

She ventured that she believes it might have been the handiwork of some practical joker.

December 22, 1947 Fort Wayne, Ind., News-Sentinel (Mon.) p. 1

Flying Discs Said to Be Russian Rockets
Washington, Dec. 22. (AP)--Representative Ellsworth (R., Ore.) revived reports today that last summer's "flying saucer" epidemic may have stemmed from Russian rocket experiments.

Claiming he has received reliable information concerning the development of high velocity missiles by Soviet scientists, the Oregon lawmaker added in a statement:

"Strangely enough, this development might be the solution of the now almost forgotten mystery of the flying saucers."

He said the Russians are reported to have a rocket of amazing speed and "almost limitless range" propelled by a series of explosions occurring several seconds apart.

U.S. Tests Unlikely

Ellsworth suggested American scientists might have been working on some similar device, but he held it more likely that any discs actually seen had come from Russian military proving grounds.

There were similar reports at the time the flying saucer wave swept the country earlier this year, but they were given no official credence.

Ellsworth was not immediately available after issuing his statement for amplification.

Dec. 1, 1947--Soviets building infra-red death ray with help of captured German scientists.

Jan. 1, 1948, p. 5--sea serpent
Fri. Jan. 2, p. 24--superlatives by AP news featurists--Most Ado About Nothing--Flying Saucers.
1948 February 25 (Wed) Times (London), p. 30.

ROCKETS OVER THE BALTIC / Estimated Speed of 6,750 M.P.H. / FROM OUR AERONAUTICAL CORRESPONDENT

Scandinavian visitors to this country report that rockets have recently been seen travelling at very high speeds over Sweden, Norway, Denmark, and coastal waters, coming from the direction of Peenemünde, the German experimental centre where V 1 flying bombs and V 2 rockets were developed. Peenemünde is now in the Russian zone. The missiles are almost invariably seen at 9.30 a.m.

The rockets have been seen at various heights, ranging from just over the tree tops to 25,000ft. They emit a bluish-green flame, but--unlike the V 2 rockets--leave no trail in the sky. Their speed is estimated at between two and three kilometres a second, equivalent to about 4,500 to 6,750 m.p.h. Observers say that their trajectory appears to follow the curvature of the earth's surface.

TIMED WITH STOP WATCH.

Such missiles have been noticed three times in recent weeks by pilots of D.N.L., the Norwegian Air Lines. One was seen a few days ago off Skagen, the most northerly point of Denmark, by the pilot of a D.N.L. aircraft, Captain A. Hartvedt, president of the Norwegian air-line pilots' association, who during the war served with the Royal Norwegian Air Force from British bases. He and his co-pilot noticed a missile flying at between 20,000 and 22,000 ft. They timed it with a stop-watch; it disappeared over the horizon in four seconds.

Peenemünde is on the Baltic coast of Germany, about 60 miles north-west of Stettin and 25 miles north-west of Swinemünde, opposite Rügen Island. During the war it was Germany's main experimental establishment not only for both types of V weapons but also for other experimental missiles, aircraft, radar, and armament. It was subjected to two devastating attacks in August, 1943, by R.A.F. Bomber Command, and in July, 1944, by the United States 8th Air Force operating from Britain.

1952 July 14 (Mon) Fort Wayne News-Sentinel, p. 8.

Hoosiers Certain They Saw 'Saucer'
INDIANAPOLIS (UP)--A handful of Hoosiers were still sure today they saw a "flying saucer."

It was sighted in Evansville and Indianapolis, was like "an enlarged light bulb" or "an elongated ball of fire," and traveled about 900 miles per hour, they said.

"It was not a meteor. It was not a shooting star. It was a controlled aircraft of some sort," said American Airlines Captain Richard Case who saw the object southeast of here Saturday night.

He estimated that the object flew three times as fast as his plane, which travelled 300 miles an hour.

John [Kouk], Evansville, described the object as a "very white flame and not too long a tail." Eddie Scherokman, a Chicago and Southern Airlines co-pilot, said when it crossed the skies near Evansville "it was traveling too slow to be a meteor and too fast to be a plane."
Witnesses said the object passed from sight within a few seconds. Donovan W. Peters, Indianapolis, said, "It was round in front and tapered off in back."

ADDENDUM I.

1848
and its erratic companion over the Holm-hills, which might be equal to an orbital distance of three degrees. There they shone with a bright flickering light till about 10 o'clock, when they moved, making a slight curve westward, but directed their course towards the north, till the bright body fixed itself over the citadel, and the other over the wooden bridge. The speed with which they migrated was prodigious. Thus, suppose the mean distance of Venus from the earth (sun) to be 74,591,337 miles, which is equal to the semi-diameter of her orbit, this multiplied by 6, or 3 diameters, gives the orbit--447,548,022. The orbital distance traversed by these bodies may be estimated at 30 degrees, which, reckoning their distance from the earth equal to ours that of ours, they accomplished a journey of 37,295,668 1/2 miles in the short space of twenty minutes. Probably some of your scientific readers may be able to explain this phenomenon, which may be seen every evening, or at least might have been seen, as above stated, for the last nine of ten months.
1859 October 15 (Sat) London Times, p. 11.

TO THE EDITOR OF THE TIMES. /

Sir.--I send to you an account of a most extraordinary appearance in the sky this evening, which has quite frightened the superstitious here. We had had a fine day except two short showers in the afternoon, the wind had been southeast till this evening, when it changed to south: the moon rose in a nearly cloudless sky; there were scattered rain clouds in the eastern horizon, and rather a dense bank in the western horizon; a few very light filmy rain clouds were moving rapidly from south-east to north-east. At 6:30 there was a slight shower, after which the sky was almost cloudless, the only kind of clouds being a very few thin rain clouds at a low elevation. The moon was unusually bright. At 7:20 a brilliant red light appeared to the south by east, about half-way between the zenith and the horizon, it looked very much like the red smoke from a port fire, and faded away all round from a focus of light in the centre (its shape was oblong); it about 15 minutes it rose to the zenith, and as it rose the red shot out from it in long streaks on all sides, except to the north-east, but particularly one broad mass that stretched right away to the western horizon of a beautiful rose colour all the way; some clouds near the horizon in its track were coloured purple by it. This may have been either be seeing it through them, or by its being beneath them. The centre of the meteor was now dark crimson, blood red, darker than the clear sky, but the stars shone brightly through it. The reddest rays were those to west and south: those to the south gradually faded to pale green; those to the north-west and north were in more marked and finer lines, and only red near the centre; and a few, after appearing for a short distance pale green, shot out to the north-east, growing wider apart as they approached the moon, and passed it, clearly showing that the dark spaces between the rays could not be shadows caused by the moon. Only one ray to the north-east was red; they were all fainter as they approached the moon, and much fewer in number than on the western side of the heavens. It lasted till 8:15; all the red colour gradually faded away, and only left the focus from which it had sprung still in the zenith; it became pale green, and then disappeared. The last rays to fade were those to the northeast. No rain fell during the time it lasted. The air was calm. A good deal of ground sea coming into the bay from the westward. / I am, Sir, your obedient servant, / CHARLES P. KNIGHT. / Solva, Pembrokeshire, Oct. 12.
1859 November 4 (Fri) London Times, p. 6.

ANOTHER AURORA BOREALIS.--The Academy of Sciences has received detailed accounts of an aurora which occurred on the 12th ult., being the third remarkable one this year. It became visible at Nantes about 7 p.m., and was observed at Moulins in its fullest glory half an hour later, by M. [Lansadat]. In the Vosges, M.F. Laurent perceived it about 8 p.m. and describes it as resembling a vast conflagration, of a brilliant prismatic red, and extending from the S.W. to the N.E., that is, over half the horizon nearly. The clouds, driven by a south-westerly wind, were at first all luminous, but as the intensity of the phenomenon decreased, they gradually assumed a deep brown tint. M. [Lansadat] gives further particulars: he remarked from six to seven stripes of white light radiating from a centre situated below the horizon. At about a quarter past 8 two distinct luminous masses were formed: one between the tail of Ursa Major and the head of the Dragon; the other enveloping the Corona Borealis and extending at times as far as Lyra. The luminous intensity of these two masses was very variable, and seemed to increase in the one as it diminished in the other. A white ray was suddenly seen to dart through the mass near Ursa Major. The moon had a strong halo, and contributed much to dim the light of the aurora. No falling stars were seen at this time. At 40 minutes past 9, three luminous masses were formed; one W.N.W. near the horizon between Hercules and Serpens, another, as before, near Ursa Major, and the third east of the latter, nearly approaching the Polar Star. Five minutes later, the first-mentioned mass of light was extinguished, and the remaining two increased in intensity, forming like a frame

around Ursa Major. Soon after a large pale orange-coloured ray formed from the mass situated near the tail of Ursa Major, darting beyond; the head of the Dragon; it appeared and disappeared several times, sometimes appearing double. There were traces of similar rays in the other mass, and about 48 minutes past 9 a falling star was perceived. At 10, the phenomenon had ceased.

Wed. Oct. 19, p. 9. To the Editor of the Times.

Sir--The red appearance in the sky on the 12th inst., which so much alarmed the superstitious in Pembrokeshire, I observed here and called out a number of friends to witness about 7.30 p.m. The streaks of red seemed to radiate toward the zenith, principally in the west. The total absence of brightness in the north set aside the idea of northern lights. We imagined it might be the reflection from a foundry, but on visiting it found the place was closed. The light was of a bright red colour, and shot out just as the aurora does. Yours, etc., L.H. MORIAQUE, Incumbent of Haslingden. / October 15, 1859.

1860 July 23 (Mon) Southern Argus (Norfolk, Va.), p. 3.

Local News.

Meteor.--Friday night, between 9 and 10 o'clock, a brilliant body of light, resembling in color and rapidity of flight a huge meteor, passed from west to east over the city. It appeared like two cannon balls divided by a whitish thread, and in the absence of any solution of its character, we infer that the comet lately seen here has lost its head. So says the Portsmouth Transcript.

Mon. July 30, p. 1. What a Child Thought of the Meteor.--A little girl in Waltham, who saw the meteor on Friday evening, innocently remarked that she "guessed our Heavenly Father thought 'twas the Fourth of July." Her idea appeared to be that God was displaying his accomplishments in the pyrotechnic line for the benefit of mortals, and she was not far out of the way.

W Aug. 1, p. 1. The Great Meteor.

Day after day we learn, as our mails arrive from more distant parts, further particulars about the great meteor. It was seen in the States of Delaware, Maryland, Virginia, Michigan and at Washington City. The British schooner Achiliev saw it 200 miles out to sea, at lat. 37°10'N, long. 73°15'.--Everywhere it is described just as it was in this city, as being nearly over the heads of spectators, and within a short distance of them. Two gentlemen in Pike County, Penn., found the "hole" it made in his ground," but all the energy he lent to the digging for it failed to realize any fragment thereof. Another confident gentleman in Bridgeport, Conn., saw a "piece of it" pass through the window of a house, but on examination the window was intact and there was not a trace of the fiery visitant. At present we find that it was seen over a space of about 44 degrees of latitude and about 5 of longitude.

1860 August 20 (Mon) Atlanta Intelligencer, p. 2.

Optical Illusion on Lake Erie--The Cleveland (Ohio) Herald says that a tremendous thunder shower passed over that city on the night of the 3d instant, and adds:

"Between 3 and 4 o'clock the next morning the appearance of a vessel on fire was seen far out on the lake. Some persons thought they could distinguish the sails. During a heavy gust of wind the light disappeared. Such appearances are not unfrequent on the lake, and the more experienced men along the dock think there has been no vessel burnt.

Dec. 11, p. 1. Remarkable light.--Ulfaber, Iceland, was the scene lately of a most remarkable mirage. Several ships were seen sailing through the air in a line apparently some miles in extent; some appeared to anchor near a fortress built on a rock; others seemed to approach so near the coast that the spectators could see, through the clear atmosphere, the images of sailors at work in the rigging.

1860 October 9 (Tues) Atlanta Daily Intelligencer, p. 1.

Singular Atmospheric Phenomenon in Ireland.--A singular phenomenon was witnessed on Sunday evening week in this neighborhood. A gentleman was returning from Carndonagh with his family, and the party had just dismounted off the car to walk the hill near Quigley's Point, when their attention was attracted by a wonderful appearance in the heavens. Away to the north they saw several ships in the air, sailing across the face of the sky from east to west. The line of vessels seemed to be fully five miles in length, and they appeared to be sailing down a river, whose high banks could be made out behind the ships. Some of the vessels appeared to be moored close to a fortress built on a rock. To all the party was the phenomenon distinctly visible. So clear was the air, and so close did the ships appear to their eyes that the sailors pulling at the ropes were made out with ease, even by the children who saw the strange spectacle. The phenomenon was nearly half an hour before it disappeared. Although the appearance of such things in the heavens may be very startling, the phenomena are not unknown about this part of the Irish coast. The "mirage" as it is termed, often displays itself in fantastic shapes on the shores of the northern counties. It most frequently is to be seen on the coast of Antrim, especially in the vicinity of the Causeway. About twelve years ago a very curious instance of mirage was seen in Lough Foyle. Some fishermen had been out at night with their nets. The face of the heavens was overcast and black, when the clouds suddenly parted, leaving a bright gap of clear sky in the zenith. Across this space the astonished fishermen saw some thousands of soldiers pass, rank after rank and regiment after regiment; and so near did the phenomenon appear that the dress of the officers could be easily distinguished from that of the men. It was two hours before the marching ceased, or rather before the clouds closed in and shut out the scene from view.--Derry Standard.

1868, July The Zoologist (v. 26), p. 1295.

A strange Bird.--Copiapo, Chili, April 1868. Yesterday, at about five o'clock in the afternoon, when the daily labours in this mine were over, and all the workmen were together awaiting their supper, we saw coming through the air, from the side of the temera, a gigantic bird, which at first sight we took for one of the clouds then partially darkening the atmosphere, supposing it to have been separated from the rest by the wind. Its course was from north west to south-east: its flight rapid and in a straight line. As it was passing a short distance above our heads we could mark the strange formation of its body. Its immense wings were clothed with a grayish plumage, its monstrous head was like that of a locust, its eyes were wide open and shone like burning coals; it seemed to be covered with something resembling the thick and stout bristles of a boar, while on its body, elongated like that of a serpent, we could only see brilliant scales, which clasped together with a metallic sound as the strange animal turned its body in its flight.--Copiapo (Chili) paper. 1868 July 10 English Mechanic (v. 17), p. 351.

Remarkable Meteor.--A remarkable meteor was seen at the Radcliffe Observatory, Oxford, on the 8th ult., at 9 h 50 m. When first seen by Mr. Lucas, it had the appearance of a fine white cloud about 5° in length and 1° in breadth, a little to the west of Polaris. As the observer was pointing out its comet-like appearance to some persons who happened to be with him in the lower meadow of the Observatory, it appeared to start into motion, taking a course directly west, and passing just below α and β Ursae Majoris, and leaving a train behind of greater breadth than itself, which remained visible through its whole course after it had disappeared below the northwest horizon. When it approached Leo it deviated from the straight line which it had previously taken, and turned somewhat toward the south, passing near Rerulus, and then bent northwards again. The time that it was visible must have been nearly four minutes. Its appearance at one time was very like that of the β flame and smoke combined which sometimes issue from a railway engine, only very faint on account of the brightness of the still remaining twilight. There was a thick haze all the night. A parcelsene, or rock moon, was seen on the same night at 13 h. 40 m.

July 3, p. 321--meteoric stones fall in storm.

116--colored hail, snow in Canada.

113, May 1--rept that a Mr. Spencer had been able to fly & swoop.

1869 August 14 (Sat) Daily Eagle (Reading, Penn.), p. 3.

SINGULAR PHENOMENON.--A most singular phenomenon occurred at midday on Saturday last, near the village of Adamstown, Lancaster county. About two hundred yards north of the village is an open lot, and at 12 o'clock, while the villagers were taking dinner, a luminous body was seen to settle near the centre of this lot. It is represented by four or five different parties, who witnessed it from several points, to have assumed a square shape and shooting up into a column about three or four feet in height and about two feet in thickness.

The sun was shining brightly at the time, and under its rays the object glittered like a column of burnished silver. The presence, after reaching its full effulgence gradually faded away, and in ten minutes time it had entirely disappeared. Those who saw it were unable to tell what it was. It seemed to inspire terror rather than admiration. After it had disappeared a number of persons visited the spot, but not a trace of anything unusual could be found.

Similar objects have been seen in the neighborhood on several occasions during the night time, but none before in the day time, or so bright as this. The land in the immediate vicinity is dry, there being no swamp about, otherwise the phenomenon might be accounted for. We do not know whether the Jack o' Lantern assumes such large proportions or whether it appears in midday under a bright sun. Perhaps some of our friends versed in the sciences can solve the mystery.

1870 January 30 () New York Times, p. 1.

Ghostly Signals at Woburn.

The Boston papers publishes [sic] the following as a strange but well authenticated story:
"The engineer on the freight train on the Boston and Powell railroad, which leaves Boston about 3 o'clock in the morning, has on several occasions discovered a red light swinging at a furious rate at the Woburn Station, where the train stops for water. The light would sometimes be in front and sometimes in the rear of the train. When the engineer would stop his train and send someone to learn why the signal to stop was made, the messenger would be greatly surprised to see the light vanish. Investigation has proved that no person was there with a lantern, and the trackmen and conductor concur also in having beheld this phenomenon, which, so far as known, is without visible cause. Some laborers living on the line of the above station state that a few mornings since they were coming down the road in a handcar, when they suddenly heard the approach of an engine and they became greatly frightened, and jumping out of the car, threw it off the track to await the train which they thought was coming at a rapid pace upon them, but which, it is needless to say, did not come. The superstitious regard the affair as a forewarning of some disaster, while the spiritualists have the ready theory that it is the spirit of a man who was killed about two years since."

1879 April 17 (Th) New York Daily Tribune, p. 2.

(Card 1)

A CURIOUS PHENOMENON. / To the Editor of the Tribune.

SIR: At about half past 8 o'clock last evening, as I was searching for Brorsen's comet, I suddenly hit upon an object which I supposed to be a planetary nebula, very much resembling that near Beta Ursa Major-

is, nearly on a line, and a little north, between the Pleiades and the variable star Algol. Being somewhat in doubt as to the existence of such a nebula in that region, I started the driving clock, noted the right ascension and declination, which were 2h. 34m. and 37°N, searched the catalogues, but found no such object recorded. By this time I found the object gone out of the field, but soon found it again, when it had gained four min. in R.A., its declination being unchanged. A half hour or so later, watching it constantly with amazement, I found it had gained the same amount. I no longer trusted to my own vision, but called a friend to confirm what undoubtedly was there. He saw it, and we both began to speculate as to its physical composition. A comet it could not be, because of its rapid motion from N.W. to S.E., nor could it have been a cloud, because it maintained not only its shape, diameter and density, but also its luminosity, and in the absence of both sun and moon a batch of cloud viewed with a telescope would have no definition, form or illumination. Still following it as it slowly swept toward Alpha Auriga. I found a calculation of R.A. at 9:35 was 2h 4m. N.D. 37°.

In order to obtain more knowledge about this wonderful phenomenon, for such I must call it, I concluded to telegraph at once to the Naval Observatory at Washington to set the circles, as I calculated, about 7h im. west of the meridian and declination north 37°, which position it would occupy by ~~xxx~~ the time the message would reach the observatory. Returning from the telegraph office at 10:45, its altitude must have reached a height of 40°. Still it maintained its form and brilliancy. I must say here, that before sending a dispatch to the Naval Observatory, I thought that the object might be a reflection, but this thought was rapidly removed by placing a pasteboard tube of eighteen inches length over the objective, but onward it moved with independent motion. Even the two-inch finder showed it faintly. At 10:45 I noticed its declination to be 37°6'; at 11:30 it neared the double star Alpha Gemini and rapidly passing before a star of the sixth and seventh magnitude, seemed not to obscure the latter, but showed the star almost as brilliant as immediately after its passage. The declination now was 37°28'.

At 12 o'clock I retired for a short time, after a wearisome chase of nearly three and a half hours. At 2:10 o'clock this morning I found it, after a search of about twenty minutes, in the zenith. It now seemed to be more brilliant than at any previous observation, its declination being now 37°40', and I fancied I could see it with the unaided eye, but cannot be positive of this. I must confess, although absurd, the thought entered my mind that one of the planetary nebula, tired of its position, was seeking another and better home. / Henry Harrison. / Jersey City, April 13, 1879.

Sat. April 26, p. 2. WAS IT A NEBULA? / To the Editor of the Tribune.

SIR: In to-day's issue of The Tribune I saw a letter from Mr. Harrison describing a phenomenon seen by him on Saturday evening, resembling a moving nebula about the size (1) [?] of that near Beta Ursa Majoris, direction N.W. to S.E. On the same evening about 11 o'clock I had a similar experience: a bright luminous nebula-like object, which I could plainly see with the naked eye, of the same size of the Andromeda or Presepe cluster stood about 10° west of the zenith; a glance at the surrounding stars assured me that it was neither. I turned my telescope upon it, and saw then that it shone with wonderful brilliancy, exceeding even the Andromeda cluster. I then made the discovery that it moved in a reverse direction from the apparent motion of the stars, wherefore I also reversed the motion of the driving clock but could not keep up with it. If this object is the same which Mr. Harrison saw, it did not move exactly southeast, but I should judge more to the east. I watched it until early the next morning, when it faded away as the moon made its appearance, or rather I thought so, as after refreshing myself with a cup of coffee and returning to the telescope I had lost it and could not find it again. Here again is a ~~xxx~~ small field for some famous man like Proctor to speculate in. It was difficult to determine the height of the object, and consequently its rapidity of motion was not to be calculated. / J. SPENCER DEVOE. / Manhattanville, April 17, 1879.

Same p.: An old hoax recalled. A recently deceased editor published a story of a meteor fall and showed some slag to back up the yarn. (Boyleston meteor hoax).

1880 May 31 (Tues) Daily Graphic (New York), p. 738.

It turns out that Joe Mulhatten is responsible for the story telegraphed all over the country last week about the "Star of Bethlehem." Mr. Mulhatten has been keeping very quiet since his candidacy for President as the nominee of the Commercial Travellers' Association. Previous to this there was hardly a month that he was not the author of some brilliant piece of imagination that startled the country. Happening to be in Lexington, Ky., he ran across a reporter who did not know him, and he told the story of some astrologist having discovered the "Star of Bethlehem." The young scribe, believing every word of it, sent it to the leading newspapers in all parts of the country. Fri. May 27, p. [4]. A Kentucky astronomer announces that he has discovered the Star of Bethlehem. Ten to one it is only Col. Henri Watterson's favorite goddess, who lost her bearings when that great man went abroad and has been wandering about incognito ever since. Sept. 3, 1880, p. 478.

That flying man in Brooklyn is a fraud. At least so think 4000 people who waited three hours and didn't see him. 1880 August 13 (Fri) (St. Louis) Republican, p. 7.

Missouri Items.

David Brown, who lives ten miles north of St. Joseph, relates the circumstances of what he considers a novel phenomenon and which occurred near his place on Sunday night last. It was one of those ~~xxx~~ peculiar flashes of lightning in which a large ball of fire descends to

the earth. Mr. Brown says he saw the ball of fire during 30 or 40 seconds of its descent before it reached the earth, and that it was more than twice as large as his hat. The place where it came in contact with the earth was about a quarter of a mile distant from him and the report was very loud, very much resembling the report of a cannon, but much louder. On going to the point of contact he found two horses belonging to Tip Gilly, both lying dead, have been instantly killed by the stroke, and upon examination it was also discovered that the ~~xxxx~~ coupling pin and one of the steel springs of the wagon were partially melted.

1880 September 6 (Mon) The Evening Post (New York), p. 1.

Wonders of A Georgia Meteor.

At a quarter to 10 o'clock on Thursday night a meteor of extraordinary brilliancy was seen to cross the heavens at a very low altitude. Rising in the south, it took a northeasterly course, preserving a perfectly horizontal line in its journey. It was composed of three parts, which were perfectly developed balls of an equal size, and equidistant from each other. The first ball threw out a tail which enveloped the two following balls and extended several yards behind them. The tail was exceedingly luminous, save at the extremity, which was somewhat indistinct, having a nebulous appearance. Its motion was slow, and was visible to the observer for fully fifty seconds. It did not fall to the ground like other meteors, but continued its course northeastward until lost sight of. It was indeed a brilliant and extraordinary phenomenon. --(Columbus Ga.) Enquirer, August 28.

NY Times, Mon. Dec. 13, 1880. ANOTHER REMARKABLE METEOR. / From the Charlotte (N.C.) Observer.

"Did you see the meteor?" everybody was asking Thursday night. It was a very remarkable one indeed, appearing in the western sky shortly after sundown. It was first seen at an angle of about 45°, and moved in a direction almost directly west. An intelligent witness of the interesting spectacle describes it as a brilliant red ball, about the size of the crown of a man's hat, and states that it moved rather more slowly than ordinary meteors, giving the spectator abundant opportunity to see and enjoy the brilliant sight. But the most wonderful feature was the bright streak of light it left in its track in the sky. This remained visible at least 10 minutes after the disappearance of the meteor, and was seen by hundreds of persons in the city. It was not a straight streak of light, that usually left by a meteor, but assumed a zig-zag appearance. One suggested that it looked like a crack in a pot, and an old colored man remarked that it "looked like the sky had been cracked for you to see the light." It was very bright at first and gradually faded along the whole line until it became invisible. Accounts differ with respect to the intensity of the light, but the general impression is that it was the brightest near the middle of the line. The disappearance of the meteor was not sudden; it, too, gradually grew smaller until it vanished near the horizon. So far as reported, it was not accompanied by any sound.

1881 February 22 (from Raleigh Times, same date for 1950, p. 4) N.C.

89 Years Ago.

Officer Jack Beasley of the police force when near home last night heard a strange noise up in the elements, and looking up, observed something about the size of his hand, which resembled a dim star in appearance, whirling about.

Feb. 23, 1881.

Another strange noise was heard in the elements yesterday afternoon by several parties. The strange rumbling sound moved from north to south to southeast.

1883 December 29(?) () Cleveland Herald, p. (facsimile in NICAP's UFO Investigator, Mar./April 1978, p. 3.)

A MYSTERIOUS VISITANT. / A Strange Object Observed in the Heavens at Newcomerstown.

NEWCOMERSTOWN, Dec. 28. --[Special.]--A very singular phenomenon was observed in the heavens last night and people are much puzzled to account for the strange occurrence. A short time after dark a large bright light appeared suddenly in the eastern sky a few degrees above the horizon, and started in a direct northern path. The object had the appearance of an almost square volume of white light, and in its flight across the heavens left a bright trail which lighted up the woods just east of town over which it passed so brilliantly that small trees and bushes could be observed distinctly by many persons here who were watching the object. A very singular circumstance was the remarkable slowness with which the object traversed the heavens, it being seen for a long time by the numbers of citizens who were observing it. There have been several hypotheses as to the probable cause of this peculiar astronomical phenomenon, and some think the object was an aerolite, but the slowness of its progress across the sky leaves abundant room to doubt the correctness of this supposition. The ~~xxx~~ superstitious are troubled.

1886 December 16. Scientific American, p. 389. (v.)

Curious Phenomenon in Venezuela. / To the Editor of the Scientific American:

The following brief account of a recent strange meteorological occurrence may be of interest to your readers as an addition to the list of electrical eccentricities:

During the night of the 24th of October last, which was rainy and tempestuous, a family of nine persons, sleeping in a hut a few leagues from Maracaibo, were awakened by a loud humming noise and a vivid, dazzling light, which brilliantly illuminated the interior of the house.

The occupants, completely terror stricken, and believing, as they relate, that the end of the world had come, threw themselves on their knees and commenced to pray, but their devotions were almost immediately interrupted by violent vomitings, and extensive swellings commenced to appear in the upper part of their bodies, this being particularly noticeable about the face and lips.

It is to be noted that the brilliant light was not accompanied by a sensation of heat, although there was a smoky appearance and a peculiar smell.

The next morning the swellings had subsided, leaving upon the face and body large black blotches. No special pain was felt until the ninth day, when the skin peeled off, and these blotches were transformed into virulent raw sores.

The hair of the head fell off upon the side which happened to be underneath when the phenomenon occurred, the same side of the body being, in all nine cases, the more seriously injured.

The remarkable part of the occurrence is that the house was uninjured, all doors and windows being closed at the time.

No trace of lightning could afterward be observed in any part of the building, and all the sufferers unite in saying that there was no detonation, but only the loud hummin already mentioned.

Another curious attendant circumstance is that the trees around the house showed no signs of injury until the ninth day, when they suddenly withered, almost simultaneously with the development of the sores upon the bodies of the occupants of the house.

This is perhaps a mere coincidence, but it is remarkable that the same susceptibility to electrical effects, with the same lapse of time, should be observed in both animal and vegetable organisms.

I have visited the sufferers, who are now in one of the hospitals of this city; and although their appearance is truly horrible, yet it is hoped that in no case will the injuries prove fatal. WARNER COGNILL. / U.S. Consulate, Maracaibo, Venezuela, / November 17, 1886.

1887 May 28 (Saturday) New York Daily Tribune, p. 2.

DOUBTS ABOUT THAT STAR OF BETHLEHEM. / From the Boston Herald.

"No, I haven't seen the Star of Bethlehem," said Professor Pickering, of the Harvard College Observatory, last evening to a reporter. "I looked for it Wednesday evening when I heard that some professor in Kentucky, unknown to me, had discovered its presence in the heavens, but I could not see it. I looked for it with the naked eye. It isn't there, and the chances of its appearance are very uncertain indeed. Astronomers are doubtful about it. Many of them do not believe it will come at all. I have received no official information from any quarter that the reappearance of the star had been noted by responsible astronomers."

1888 May 23 (Wed) New York Times, p. 3.

A Strange Phenomenon.

Finlay, Ohio, May 22.--A strange spectacle was visible in the northern sky here last night shortly after 11 o'clock, which has caused the greatest consternation among the people. It was the representation of a human hand of immense proportions and awe-inspiring in its realistic vividness. Early in the evening the sky in the north had a peculiar appearance, which as the night wore on took the form of flashes of light constantly changing in color, pulsing up from the horizon and again subsiding, but with each appearance becoming more brilliant. This continued until about 11 o'clock, when those viewing the phenomenon were terrified to see these plumes of light concentrating into a distinct object which assumed the proportions of a giant hand, well formed and as distinct as if painted on the black background of the sky. The hand appeared to be a shadowy substance, through which waves of light of a blood-red color regularly surged and then fell off at the ends of the fingers in drops of the same color. The first finger of the hand pointed downward toward the sleeping city, as if warning the people of some evil about to fall upon them. The spectacle lasted for about an hour, and was witnessed by hundreds, who were breathless with suppressed excitement, until slowly it began to fade away, and finally disappeared altogether. It was one of the strangest and yet most impressive exhibitions of nature ever witnessed, and speculation regarding its cause and significance will not abate for many a day.

1887 April 24 (Sun) The World (New York), p. 12.

Tales of the Supernatural.

In Vidovek, a Hungarian village near Warasdin, the belief in an approaching war has seized hold of the entire population. A splendid fat morgans was observed during three consecutive days on the wide plains around the village. Enormous divisions of infantry with scarlet caps could be distinctly seen moving on the plains and performing exercises to the command of a celestial chief, whose sword was seen flashing in the air. The phenomenon lasted several hours, when finally the soldiers disappeared in mid-air. The people stood awestruck in great crowds and observed every movement of the phantom soldiers with breathless attention. Two gendarmes went in search of the soldiers, but, of course, in vain.

Two young men living on "The Neck" in Dorchester County, Maryland, relate a story of a phantom schooner, which recalls the famous legend of the "Flying Dutchman." They were rowing on Beckwith's Creek at an early hour in the morning, when the ghastly vessel appeared before them, rushing up stream with jib set. The masts were otherwise bare of canvas, and there was not a soul on board save a tall, lean figure in white at the wheel. There was a red glow, like a colored phosphorescent light around the schooner's main masthead, and she plunged from side to side in her course, as if driven by demons. The vessel approached within a hundred yards of the row-boat and then suddenly vanished into thin air. The young men are reputed to be truthful, and

their story is believed.

Sun. June 19, p. 20, Stories of the Supernatural.

There is a great deal of phosphorescent light at night on the marshland around the sloughs which run into the Mississippi between Keokuk and Quincy, and bated duck hunters claim to have seen some uncanny beings roaming around the marshes this spring. One party heard soft and ghostly music one night, and following it up, saw a group of weird beings dancing around a stump in the open to the music of a white-robed flute player. After watching the strange group for a while one of the hunters fired his gun, whereupon the ghostlike dancers vanished into thin air. It is to be noted, however, that the hunters' last bottle was absolutely empty when they returned to the city. May 21, p. 1. Burning ship seen at sea. // 22, 13. Man vomits 6" lizard 27, 1. Meteor fall near Wallburg, N.Y. // June 15, 3. Mummified Artec found in N.H. // April 10, 13. Rain of stones in Argentina; rumbles in Ky. // June 19, 7. Mirage, Palmyra. // June 21. Meteor fall. Clear Lake. Ia 1889 October 12 (Sat) Daily Examiner (San Francisco), p. 4.

STARTLED BY A STRANGE LIGHT. / People Alarmed by About a Supposed Supernatural Manifestation. / From the St. Louis Globe-Democrat.

For some time past a very peculiar light has been disturbing the quiet of the people of Pancake, a small village on the National pike, two miles east of Washington, Pennsylvania. This light appears on the tops of the hills near to the village almost every night. It never appears two nights in succession on the same hill, and the spot at which it is most frequently seen is an old graveyard on a high knoll a short distance east of the village. Sometimes it moves from one hill to another, but it generally remains the entire time it is visible at the spot it first appeared. Those who have seen the light describe it as being sometimes white, sometimes bluish in color and again of a yellowish tinge. The most peculiar feature about the ghostly light is, no matter how brilliantly it shines, it never causes any object beside which it may be cast a shadow. The descriptions given of the light by the villagers are widely different in regard to main points as well as in details, and frequently they are as fanciful and grotesque as a highly excited imagination can make them. One old lady said it looked to her like a huge, brilliant bull's-eye attached to the body of a horse, with a dragon's tail, from which issued a tiny, sinuous trail of smoke; another said it looked to her like the devil's eye, although she acknowledged that she had never seen his Majesty except in her dreams, and still another said it looked like a ball of blood, out of which there were thrust at intervals forked tongues of fire. R.M. Carrou, on whose farm the light appears with the greatest frequency, tells the following story, which is the explanation generally accepted by the largest number of people:

"My father and bachelor uncle, who owned this farm equally, were quite well off in this world's goods. All the gold coin they could get in their business transactions they laid carefully away, and when the late war broke out their hoard had become very large, it is said, and as the premium became higher and the gold very valuable they concealed it by burying it somewhere on the farm, and then died without revealing its hiding-place. This supernatural light, by neighbors say, is the uneasy spirit of my dead ancestor, who has returned to this world to point out to me the location of the hidden gold. I haven't much faith in it, for, if my father and my uncle buried gold everywhere the light appears, they have put some on the neighbors' property, and from recollection of them they were not in the habit of distributing gold, even among their most intimate friends.

The cause of the light cannot be explained, but the women of Pancake shake their heads, and proclaim that some terrible calamity is hanging over them.

1889 November 3 (Sun morn) San Francisco Examiner, p. 13. (card 1)

THE PHANTOM VESSEL. / A Regular "Flying Dutchman" Seen on the Colorado Desert. / ALWAYS FORETELLS A SAND STORM. / Romantic Account of Prospectors Who Have Sighted the Ghostly Craft and Her Shadowy Crew--Did the Ocean Once Flow Where the Desert Is Now--Probable Explanation of the Strange Sight. /

Few persons who read the newspapers will fail to remember the accounts which were published some fifteen years ago and which reappear at intervals in their regular rounds of the press regarding the discovery of the hull of a ship in the central part of the Colorado desert. This dreary, trackless waste of sand, which lies in the San Diego county, is bordered by the San Bernardino mountains, the San Jacinto mountains, and extends from the San Corgonio pass to the Colorado river, and has claimed more human victims than any other section of similar area within the boundaries of the United States. It is absolutely devoid of water, and to attempt to cross it without succumbing to the "Ghost Ship" / making ample provision in this respect is suicide, simple and plain, unless a heavy fall of rain immediately previous has filled up the tanks and water holes which exist at certain isolated points. A large part of this desert is below the level of the sea, the greatest depression being at Volcano Springs--a station on the Southern Pacific Railroad--where the traveler has the satisfaction of knowing, if such knowledge is productive of satisfaction, that he is 255 feet lower than the waves of the Pacific ocean that are breaking on the rocks scarcely seventy-five miles distant.

That the Colorado desert was once covered by water and formed a large bay of the Pacific ocean there is every evidence. High up on the mountain sides can be plainly seen the water marks, and the lashings of the waves for unknown ages have cut the rock in horizontal grooves as regularly as if done by the carver's tool. Into this arm of the sea the Colorado river once flowed, but some mighty volcanic upheaval threw up the slight environs which now direct that stream in another course, and the gradual recession of the ocean made the work permanent. What

ancient galleys have plowed the billows of this land-locked bay, what ships may have found safety on its peaceful bosom are mysteries of the obscure, prehistoric past, which none may ever know.

Late in the summer of 1878, several years after the story of the discovery of the remains of a ship had been made public, two German prospectors reached Yuma from the Colorado desert. They were in a state of great distress and reported the loss of a companion on the desert. The prospectors, it seems, had been skirting the south and west sides of the San Bernardino range in search of minerals and their companion was lost some six days before at a point about 100 miles northwest from Yuma. The peculiar feature of their story was associating with and attributing the disappearance of their comrade to an apparition which they had beheld the previous evening. About sundown, so the Germans said, and while encamped on the desert, they saw, at a short distance, an immense ship under full sail, which appeared to float before them as a cloud. She was of different form of construction from any vessel they had ever seen, and was complicated and fantastic in her rigging. Their description of the vessel was by no means lucid, but they were very positive that their companion had been shanghaied and taken off on the "ghost ship," as they insisted on calling it.

The story of the Germans was received with a good deal of contempt by the people of Yuma, who after telling the prospectors that they were double-adjective fools, sent two men and three Indian trailers on the train to Indio to search the desert east of that station for the missing men. The /pic: Finding the Dead German. / second day his naked corpse was found about forty miles from the railroad, with the scorching rays of the sun falling full upon it. He had died in the desert of thirst, but no sign of the phantom ship was seen.

Early in 1882 [?] Tom Brown, then a citizen of Arizona, but now residing in Bakersfield, this State, and the writer, organized a quiet little expedition for the purpose of ascertaining what truth there was in the stories regarding the Desert Ship, several persons having reported that they had seen it since the time when the Germans related their experience. Nick Wolford, an Arizona mountaineer, was induced to join, while a "happy-go-lucky," known simply as Jack completed the party. In order to escape ridicule the real object of the expedition was not made known. The party "outfitted" at Yuma for the ostensible purpose of prospecting in the San Bernardino mountains. Eight burros were secured--the little donkey being the best adapted for such an expedition, owing to his ability to subsist on nothing and to go for long periods without water. Five of the animals were loaded with supplies, camp outfit, blankets, etc., while the remainder packed kegs, with which to carry the water supply while making long marches on the desert.

On the 4th day of February the expedition left Yuma, fully equipped for a three weeks' trip. A more favorable season could not have been selected for making the journey. Hugging the base of the mountains closely in order to admit of prospecting for precious metal, water was not only found in abundance, but there was plenty of grass for the faithful and patient burro, which poked lazily along under his heavy pack. The air was perfectly delightful and the temperature similar to that of early summer in a Northern climate--a little too warm about noon time, but exhilarating and pleasant for the remainder of the day. Water marks on rocky precipices, far above, showed plainly where the ocean breakers once expended their force, while in the west, south and southeast from the slightly elevated course we were traveling the eye fell upon miles and miles of sand hills and valleys of sand, and oceans of sand which being driven and formed by the wind ~~saw~~ presented the appearance of rolling billows, varying in color according to distance, the shadings, the existence of alkalis [sic] and the feeble attempts at growth of hardy vegetation. Even the rugged and thorny cactus could not find on the desert plain a soil sufficiently congenial as to raise its weird branches as a warning to the traveler against attempting to cross this trackless waste. Ten miles from the mountains the dismal squawk of the raven was the only sound of bird to break the depressing silence, while the lizard and kangaroo rat were the only members of the animal kingdom to abide in this valley of death, and a system of cannibalism can alone account for their means of subsistence.

As the trip was being made alone for pleasure and out of sheer curiosity, it was on the sixteenth day before the party reached a point about 120 miles northeast of Yuma, and about 40 miles directly east of Indio. The provisions were running short, owing to the failure to encounter any game, and the water burros were loaded for a three-days' trip, with the ~~intention~~ intention of making for the Southern Pacific Railroad, which, it was calculated, could be reached in that time. A dry camp was made on the desert ~~about~~ some ten miles from the mountains and fully thirteen miles from the spring at which we had taken water. An early supper was had and shortly before sunset Nick Wolford and Jack set out to drive the burros to a patch of grass which had been crossed about a half mile back of the spot where camp had been pitched. The short twilight of that region had just begun, and I was busy in making down our beds, when startled by the excited exclamation of Tom Brown:

"By George, there she is, Charley, sure as shooting. Look!"

Turning around and casting my eyes in the direction which his hand indicated I saw before me the outlines of a sailing vessel. Every portion of her was clearly defined, yet a haze or a peculiar, indescribable light was cast upon the scene. It was too late an hour for a sunrise; besides this, the view was not stationary, the craft moving rapidly on its course with all sails set. Apparently she was about half a mile distant and stood quarter to us. The vessel, I judged, was about eighty feet in length, eighteen feet breadth of beam, and of about forty tons burden. The hull sat well out of the water--which was plainly visible--while the bow arose straight above the deck. The stern also sat high out of the water, after the fashion of Chinese junk, and the two masts, fore and aft rigged, gave the strange vessel a very old appearance, unlike any I had ever seen. The decks project-

ed beyond the hull after the manner of those of the old Roman galleys, but ~~unlike~~ undoubtedly the vessel was of more modern construction and probably belonged to the sixteenth century.

As strange and startling as was the weird scene, I was more than astonished at the /pic: "By Goerge! There she is!" / sounds I heard. The creaking, straining noise of a sailing vessel running before a stiff breeze was plainly heard, while the distant notes of a sailor's song fell upon my ear.

The discharge of a rifle near at hand, followed by a lusty halloo, distracted our attention from the vision, and we hastily answered the signal. A few moments afterward Wolford and Jack walked into camp, explaining that they had lost their direction in returning and fired the shot to attract our attention. ~~But~~ Brown and I turned from our companions to again view the mysterious ship, but it had disappeared as suddenly as it had appeared. Darkness was upon us.

Tom Brown then told Wolford and Jack of the remarkable scene we had ~~just~~ witnessed, calling upon me for corroboration. I discovered from his conversation that he had been more observing than myself, and also sufficient to prove that she is an English vessel," said Mr. Brown, "and her rigging and form of hull and deck leave no doubt that she belonged to the reign of Queen Elizabeth. She may be, and probably was one of the lost vessels of that patriotic pirate, Sir Francis Drake, who made his first expedition up this coast in 1578, the commander's frigate passing the winter of that year in the bay of San Francisco."

About five days later the party reached Indio in safety, the burros and camp outfit were sold, and the midnight train was taken for Arizona, where the party disbanded.

In 1864 two brothers, Briggs by name, concluded to establish a ferry on the Colorado river at La Paz, there being at that time considerable travel to Arizona, attracted by the rich gold discoveries in the northern part of the Territory. They had a large, flat-bottomed ferryboat constructed at San Bernardino, and, loading it on the trucks of a heavy wagon, essayed to haul it across the Colorado desert. Heavy sand was encountered and severe sandstorms were prevalent, and progress was very slow and tedious. Finally, and when within about 120 miles of their destination, it became necessary to abandon the boat in order to save the lives of the eight fine horses which were hauling it. Shortly afterward a boat was brought from San Francisco by way of the Gulf of California, and a ferry established at La Paz. The Briggs ~~brothers~~ brothers then gave up their project, and their old boat is still out on the desert, and sometimes is visible, although more generally completely hidden by sand.

1891 September 5 (Sat) Daily Journal (Crawfordsville, Ind.), p. 41

A STRANGE PHENOMENON. / A Horrible Apparition Hovers Over the City at an Early Hour this Morning.

What Tom O'Shanter saw on his famous ride was discounted this morning about two o'clock by what Marshall McIntyre and Bill Gray saw. They were at that hour at the barn of William Martin, on east Main street, hitching up the team to the ice wagon preparatory to leaving for the ice houses. While standing in the alley back of the stable Mr. McIntyre suddenly felt a strange sensation of awe and dread coming over him and looking up he saw a horrible apparition approaching from the west. It was about three or four hundred feet in the air, and most greusome [sic] in aspect. It was about eighteen feet long and eight feet wide and moved rapidly through the air by means of several pairs of side fins which it worked most sturdily. It was pure white and had no definite shape or form, resembling somewhat a great white shroud fitted out with propelling fins. There was no tail or head visible but there was one great flaming eye, and a sort of a wheezing, plaintive sound was emitted from a mouth which was invisible. It flapped like a flag in the winds as it came on and frequently gave a great squirm as though suffering unutterable agony. When it came to be directly over the residence of Mr. Martin it began to sweep slowly and majestically around in a circle. It hovered thus for some time and the watchers fearing lest it was after their bacon retired for safety to the shelter of the barn. The apparition finally flew off toward the east, but when it reached the city limits it returned and began again to hover over Mr. Martin's ~~residence~~ house. Mr. McIntyre was in favor of arousing the family but his companion interposed his objection so the men watched it alone until after three o'clock when they drove off to the ice house leaving the spook or whatever it was still hovering high in air. It remained there as long as they could see its position but was gone when they returned at daylight. Both of them are much worked up over the affair and very naturally associate it with the supernatural. They will carry a Springfield rifle to the barn the next time they go and if the apparition again comes flapping around they will drill a hole in him with an ounce of cold lead.

1891 September 7 (Mon.) Daily Journal (Crawfordsville, Ind.), p. 41

MR. SWITZER SAW THE SPOOK. / He Beholds the Midnight Wraith Which Alarmed Mr. Martin's Ice Men.

It seems that Marshall McIntyre and Bill Gray were not the only witnesses of this mysterious apparition which hovered over our city from midnight on Friday on till the dawn of Saturday morning. Several others witnessed the ghostly visitor and were also completely mystified ~~by~~ both by its appearance and its actions. Rev. C.W. Switzer, of the Methodist church, saw it, and his story is rather interesting. Shortly after midnight he stepped into his back door yard to get a drink at the well. As he stood there a strange weird sensation crept over him and although he is unable to say whether he was attracted by any sound or not he suddenly felt his attention drawn upward, and raising his eyes with the full expectation of beholding something, he saw what both puzzled and astonished him. The night was very dark and

very still, no breath of air stirring, but propelled by some unseen force he saw sweeping toward him from the southwest the apparition. It was about 16 feet long and eight feet wide, resembling a mass of floating drapery,

"Shaped like a fleecy, milk white cloud,
Or like a demon in a shroud."

It was much to low to be a cloud and moved far too swiftly, besides there was no wind at all. It seemed to work about as it swam through the air in a writhing, twisting manner similar to the glide of some serpents. Mr. Switzer called his wife and they watched it until [it] got just east of the church when it began to descend as though about to land in the yard of Mrs. J.M. Lane. They ~~xxx~~ then lost sight of it for the moment, but Mr. Switzer proceeding into the street saw it arise again and he and his wife then watched it circle about town for some time, finally tiring and going into the house with the strange phenomenon still visible. Mr. Switzer is wholly unable to account for it but is satisfied that it was not the Shawnee Mound ghost. V.Q. Irwin says that it was a spirit, while the unkindest remark of all was made by Prof. Robert Burton who gravely gives as his opinion that it was a defusion which got on the optic nerve of those men who had probably been imbibing intoxicants.

Sept 7
some time. The men took safety in the barn, from which they ~~xxx~~ viewed the phenomenon. It then sailed off toward the east, but very soon returned, and the men drove away to the ice-house. When they returned it was gone.

This story received unexpected corroboration to-day from a source that leaves no doubt that some undefinable aerial specter visited the Athens of Indiana Friday night, or rather Saturday morning. Rev. G.W. Switzer, of the Methodist Church, and his wife also saw the ghostly spectacle. Rev. Switzer stepped out the back door of the parsonage to get a drink between 12 and 1 o'clock, and as he stood at the well a strange sensation crept over him. For some cause he looked upwards, and saw a sight he cannot very well describe. The night was dark and still. The electric lights, however, were shedding their bright glare and he noticed some strange object sweeping from the southwest. It appeared to be about sixteen feet long and eight feet wide, very much resembling a mass of floating drapery. It seemed to work about like it was swimming through the air or squirming like a serpent. Mr. Switzer called his wife, and they watched it for a time as it hovered over the Methodist church, and then it began to descend. Mr. Switzer

1891 September 8 (Tues) Daily Journal (Crawfordsville, Ind., p. 7.

The Spook Explained.

The horrible apparition which was seen by numerous citizens Friday night has been explained satisfactorily and it did not prove to be a ghost. John Hornbeck happened to step out in the yard about midnight and saw the horrible apparition as it swooped about the town. He summoned Abe Hernley and they proceeded to investigate. They followed the wraith about town and finally discovered it to be a flock of many hundred killdeers. These birds were evidently passing over the city and becoming bewildered by the electric lights had lost their way. Their white breasts and wings gave the flock their ghostly appearance and the sound of agony was their plaintive dismal cry. Messrs. Hornbeck and Hernley were quite close to them [] as they swept near the ground and are certain that they were not mistaken.

9.2. It Was Not New Wine.

The good people of Crawfordsville, who see ghostly apparitions of huge proportions floating in mid-air at night are victims of hallucinations. A disordered digestion operating by reflex action on the perceptive organs causes them to see things which do not exist. What they need is a good dose of physic and a course of dieting.--Indianapolis Journal.

9.3. Famous.

Rev. G.W. Switzer is receiving inquiries from all over the country relative to the "spook" which he saw Friday night. The anxious inquirers want to know all about it and Mr. Switzer's personal experience. He received one letter from Keeley's Institute for Inebriates at Plainfield telling him that the patients there frequently saw such sights and that the apparitions frequently had horns and tails, but after a few days' treatment the patients ceased to see them. The letter closed by advising Mr. Switzer to come at once for treatment. Th. Sept. 10, p. 7. Danville Has a Spook.

Danville Commercial: If Crawfordsville persists in parading its aerial spook before the general public we will be compelled to bring forth once again our special spook, which made its presence known in Ellsworth Park several times about two years ago. It was in the form of a huge policeman carrying a big club in one hand and a lighted lantern in the other. His stride was about six feet and his height about twelve feet. He seemed to be hunting for something he had lost as he was continually holding the lantern close to the ground and stirring the leaves with his club.

1891 September 12 (Sat) Crawfordsville Weekly Review, p. 6.

White Wings.

Crawfordsville has been thrown into a paroxysm by a strange phenomenon witnessed about midnight Friday night. Several persons saw the strange delusion, apparition or phenomenon, whatever it was, but none can tell what it was. Rev. George W. Switzer, who was in the city Monday, saw it shortly before midnight and related his impressions to a Journal representative. The night was very dark and the electric lights of the Hoosier Athens shone all the more brilliantly for that reason. He had gone out to the well to get a cool drink and glanced up at the sky, his eye at once caught sight of a rapidly float-

ing white object which appeared to be almost sixteen feet long and eight feet wide. It looked like a mass of white lace. The object moved toward the right, sometimes rising and then falling, its course being a curved line. He watched it until it passed over the Methodist church. At that point it sank much nearer the ground, then rose again Mr. Switzer can only conceive one solution of the mysterious circumstance. He thinks a flock of white birds, he doesn't know what kind, became bewildered by the electric lights and flew blindly ~~xxx~~ about over the city.--Lafayette Journal.

Sept. 19 (Sat.), p. 6. Switzer Nightmare.
Well, what next? Here is Rev. George W. Switzer, of Crawfordsville, reporting to the papers that at the midnight hour he caught sight of a rapidly floating white object, which appeared to be about sixteen feet long and eight feet wide. Is it possible this object was the echo or ghost of A.L. Kumlter's speech in the Pettit case? That is what comes from Rev. Mr. Switzer sleeping on that creaking cot, which he bought at the camp meeting. It was the property of Mr. Pettit, and according to some of the witnesses could a tale unfold whose lightest word would make a busv world aghast. But this white object, with wings, eight feet wide and body sixteen feet long! This is not the time for mince pie scenery, at the midnight hour, when grave yards yawn, and thirsty preachers arise to cool their parched tongues with a drop of water from nature's fount. But what was the object? Bacon declares that "all bodies have spirits within them;" and it may be this white winged messenger of alarm was a flock of yellow legged chickens that had come fourth in their nocturnal wanderings to warn the minister that they were all that was left of the camp meeting feasts.--Lafayette Leader.

1892 January 18 (Mon) St. Louis Post-Dispatch, p. 1.

NEWS BY MIRAGE. / Mulhatton Now Located in the North Blizzard Zone.
LEWISTON, Mont., Jan. 18.--A wonderful mirage was distinctly visible near this city, yesterday afternoon. The mirage has caused considerable alarm, however, because it is feared that the Indians may have started on the war path and encountered a party of hunters. Through the vistas, during the afternoon, the hunters and the red men could be seen repeatedly to charge and retreat. The Indians were apparently well supplied with ammunition, and by superior numbers they finally succeeded in capturing a party of a dozen hunters. Those who witnessed the wonderful scenic effect produced by the mirage assert that they could distinctly see the savages build piles of faggots and burn their captives at the stake. Midwinter mirages in the clear, crisp atmosphere of the Rockies are rare, and phenomena of this character are usually a reproduction of real events or real sections of the country. So far as could be ascertained last night the Indians on the reservations are peaceable.

1892 March 28 (Mon) Frankfurter Zeitung, pt. 1, p. 1.

"Russia.

The "Post" writes: "A peculiar ~~xxx~~ sport, the spy-hunt in the upper regions of the atmosphere, seems to gradually to be coming into fashion in our neighboring lands, and indeed the thing is aired with deepest seriousness in the Russian press. As it has already been reported several days ago, there was an aerial balloon of German origin which appeared at Fort Kovno (fort at Kovno); however after there were many shots delivered to this very high-flying spy vessel (the whole thing sounds a bit marvellous), it quickly turned and flew back over the border. Now that kind of aerial balloon is reported a second time. The official "Warschawskij Dnevnik" brings a report from Dombrowa, according to which the inhabitants of that spot observed, on March 7 at 5:30 p.m., a giant balloon flying at a very considerable height, which, coming from the southwest, [held to] the northeasterly direction of the Ivangorod-Dombrowa railroad, in spite of the fact that on this day the wind blew from the north. The balloon disappeared for a while behind the clouds, reappeared 45 minutes later, was lighted and meanwhile had turned in the opposite direction. The security man [?] of the newspaper concluded from all this that the balloon described to him" called for a highly perfected airship apparatus manned by a well-experienced crew, and in fact it came from Prussian Silesia." Other newspapers contain the like. Thus does the paper (journal) "Wiek" from the industrial border town Sosnowice report that nearly every day balloons which are occupied by passengers fly over Sosnowice, Dombrowa and Stremeszcze [?]. Around 9 o'clock a light which changes color shines from the balloons. There is a conviction that they carry electric motors for the purpose of light generation, so that these balloons project a light which is very intense and penetrating. The balloons usually fly in a northeasterly direction from Prussian Silesia. Their flight is quiet and smooth, [or] so to speak, they are flexible. In the evening the balloons fly over the border, reach Stremeszcze about midnight and return once again to Prussian in the morning. As the "Kijewljanin" states, similar reports also have appeared in recent days in the correspondence of some of the other Warsaw newspapers.

1893 July 3 (Mon) Daily Ledger (Tacoma, Wash.), p. 3.

AN ELECTRIC MONSTER / Flashes of Light and Terrible Sounds Emitted by One in the Bay. / W.L. McDonald Struck Senseless in Attempting to Rescue a Shocked Comrade. / Nearly 150 Feet Long and Covered With Coarse Hair--A Fishing Party's Trip Cut Short. /

A party of Tacoma gentlemen have good reason to remember the morning of the 2d of July as long as life remains in their bodies--and to quote the exact words of one of the party, "There are denizens of the ocean that man never, in his most horrible and fantastic nightmares, even saw the likes of."

On Saturday morning a party, composed of the following well known gentlemen, set sail on the sloop "Marion" from the boat house at the

end of the wharf for a three days' fishing and hunting excursion on the Sound. The party consisted of Auctioneer William Fitzhenry, H.L. Beal, W.L. McDonald, J.K. Bell, Henry Blackwood and two eastern gentlemen who are visiting the coast, and it is from the lips of one of these gentlemen, who declines to allow his name to be used, as he says that shortly before he left the east he took the Keeley cure, and he fears that if his name was used in connection with this article his eastern friends might think he had "gone back" and got 'em again.

The party were well supplied with all the necessities of life, as well as an abundance of its luxuries, though it must not be inferred from this fact that the luxuries played any part in creating the sight seen on that memorable morning. Of course, as a person having much respect for truth, I merely chronicle the story as told me, and leave each reader of this remarkable yarn to judge for themselves the necessary amount of credence to give it.

"We left Tacoma," said the eastern man, "about 4:30 p.m. Saturday, July 1st, and as the wind was from the southeast we shaped our course for Point Defiance, intending to anchor off that point and try our luck with rod and line. We cast anchor about 6 o'clock, the wind having died out, and had fair success fishing. The wind coming up again pretty strong Mr. McDonald suggested getting under way for Black Fish bay, Henderson Island, as he knew of a fine trout stream running into the bay, and also an excellent camping place near the fishing ground. So about 8 o'clock we weighed anchor and shaped our course for Black Fish bay, which place we reached about 9:30. We landed and made everything snug about the boat and made a nice camp on shore, and as it was by this time 11 o'clock we all turned in to get a little sleep as it was agreed upon that at the first streak of daylight we should all get up. About 100 yards from ~~xxxx~~ our camp was the camp of a surveying party, but ~~as~~ it was so late we decided that we would not disturb them but that we would call upon them the following morning, and would probably get some valuable pointers as to the best places to fish and hunt on the island. After a few jokes had been cracked the boys laid down and in a short time everything about camp became as still as death. It was, I guess, about midnight before I fell asleep, but exactly how long I slept I cannot say, for when I woke it was with such startling suddenness that it never entered my mind to look at my watch, and when after a while I did look at my watch, as well as every watch belonging to the party, it was stopped.

"I am afraid, sir, that you will fail to comprehend how suddenly that camp was awoken.

"Since the creation of the world I doubt if sounds and sights ~~xxx~~ more horrible were ever seen or heard by mortal man. I was in the midst of a pleasant dream, when in an instant a most horrible noise rang out in the clear morning air, and instantly the whole air was filled with a strong current of electricity that caused every nerve in the body to sting with pain, and a light as bright as that created by the concentration of many arc lights kept constantly flashing. At first I thought it was a thunder storm, but as no rain accompanied it, and as both light and sound came from off the bay, I turned my head in that direction, and if it is possible for fright to turn one's hair white, then mine ought to be snow white, for right before my eyes was a most horrible looking monster. By this time every man in ~~xxxx~~ our camp, as well as the men from the camp of the surveyors, were gathered on the bank of the stream; and as soon as we could gather our wits together we began to question if what we were looking at was not the creation of the mind, but we were soon disburdened of this idea, for the monster slowly drew in toward the shore, and as it approached from its head poured out a stream of water that looked like blue fire. All the while the air seemed to be filled with electricity, and the sensation experienced was as if each man had on a suit of clothes formed of the fine points of needles. One of the men from the surveyor's camp incautiously took a few steps in the direction of the water, and as he did so the monster darted towards the shore and threw a stream of water that reached the man, and he instantly fell to the ground and lay as though dead.

"Mr. McDonald attempted to reach the man's body to pull it back to a place of safety, but he was struck with some of the water that the monster was throwing, and fell senseless to the earth. By this time every man in both parties was panic-stricken, and we rushed to the woods for a place of safety, leaving the fallen men lying on the beach.

"As we reached the woods the 'demon of the deep' sent out flashes of light that illuminated the surrounding country for miles, and his roar--which sounded like the roar of thunder--became terrific. When we reached the woods we looked around and saw the monster making off in the direction of the Sound, and in an instant it disappeared beneath the waters of the bay, but for some time we were able to trace its course by a bright luminous light that was on the surface of the water. As the fish disappeared total darkness surrounded us, and it took us some time to find our way back to the beach where our comrades lay, and we were unable to tell the time, as the powerful electric force had stopped our watches. We eventually found McDonald and the other man, and were greatly relieved to find that they were alive, though unconscious. So we sat down to await the coming of daylight. It came, I should judge, in about half an hour, and by this time, by constant work on the two men, both were able to stand, and both agree that the moment the water the monster threw touched them, they became immediately unconscious."

On being asked to give some description of the fish, for it was, he said, "an electrical fish," the eastern man said:

"This monster fish, or whatever you may call it, was fully 150 feet long, and at its thickest part I should judge about thirty feet in circumference. Its shape was somewhat out of the ordinary in so far that the body was neither round nor flat but oval, and from what we could see the upper part of the body was covered with a very coarse hair. The head was shaped very much like the head of a walrus, though

of course, very much larger. Its eyes, of which it apparently had six, were as large around as a dinner plate, and were exceedingly dull, and it was about the only spot on the monster that at one time or another was not illuminated. At intervals of about every eight feet from its head to its tail a substance that had the appearance of a copper band encircled its body, and it was from these many bands that the powerful electric current appeared to come. The bands nearest the head seemed to have the strongest electric force, and it was from the first six bands that the most brilliant lights were emitted. Near the center of its head were two large horn-like substances, though they could not have been horns for it was through them that the electrically charged water was thrown.

"Its tail from what I could see of it was shaped like a propeller, and seemed to revolve, and it may be possible that the strange monster pushes himself through the water by means of this propeller like tail.

"At will this strange monstrosity seemed to be able to emit strong waves of electric current, giving off an electromotive force which causes any person coming within the radius of this force to receive an electrotonus. This fish probably receives its power from some submarine cavern of volcanic origin, which owing to its peculiar construction, and having an extra large deposit of copper, it charges the fish that inhabit that region with a strong electric force that is displayed by this peculiar specimen. The peculiar shaped copper like bands may be caused by the strong magnetic force of the fish, and the copper deposits of the ocean, as the strong current would form the copper into a solution, whilst the strong attraction of the fish would naturally form an electric battery, drawing towards it this solution, thus forming deposits on the fish, so that in reality the electric fish is completely encompassed in copper, and its rapid movement through the water is constantly generating frictional electricity, which I should judge would in a measure account for the fish being so constantly and powerfully charged with electricity, though far from its original source of supply. One of the strange characteristics of this fish, and one by which it undoubtedly obtains its food, is its high electric control of dense and foggy atmosphere surrounding it, which amalgamates with the electrifaction [?] of the fish, making a potential which causes any living creature, such as birds or insects, flying through the air to fall dead into the water. Of course, that is merely a theory, and I may be mistaken as to its origin or where it goes to, but one thing I do know, that I would not encounter the same monster again for the universe and you can ask the rest of the party and you will find that they all agree with me, that to be within so short a distance of such a terrible monster and yet live to tell the story is something that only happens once in 1000 years. I hardly need to tell you that we were not long in getting under way for Tacoma and I can assure you that I have no further desire to fish any more in the waters of this bay. There are too many peculiar inhabitants in them. I am going to send a full account of our encounter to the Smithsonian Institute, and I doubt not but what they will send out some scientific chaps to investigate.

"Now I must be going, as I have to leave on to-night's train, but if you need any further particulars you can obtain them from any of the party. No, I do not know who composed the survey party; all I know about them is that they are from Olympia and that they were on the island running farm lines on some disputed land."

1896 October 23 (Fri) (Portland) Morning Oregonian, p. 8.

HOME-MADE METEORS / A CLEVER HOAX PLAYED ON THE PEOPLE OF MOUNT TABOR. / ...

Last Tuesday night Montaville, the flourishing little town on the eastern slope of Mount Tabor, was said to have been visited by a shower of meteors. A great excitement prevailed over the unusual event, and the phenomenon is still commented on. A select few, however, knew that a great hoax had been successfully played on the good people there and this is how it was worked:

It was a quiet evening Tuesday, boys in the village were playing on the common near the church, and men were discussing politics, when lurid flames flashed up in several directions, startling the community. Near the church where the boys were playing a great ball of fire seemed to have fallen from the heavens, spitting and sending forth sparks. On the [Rate] Line road was another of the same kind. Oscar Garfield Murray slipped the fire out with his hat on the one near the church, but it was too hot to pick up at once. He finally was unable to carry it home. It was tasted by Mr. O.C. Maxxwa Murray, and he found it tasted like sulphur and lye.

The piece found on the Base Line road was similar. The smaller piece was carried to Mr. Cable's drug store, on the Base Line road, who was greatly interested. He had the precious lump inclosed in a glass jar, which he labeled "Handle with care. Part of the meteor which fell on the night of the 20th." Mr. Cable offered \$20 for the other and larger piece of the meteor, but nothing short of \$100, gold standard, could reach it.

The big piece was turned over to Professor Leatherman, as he was thought to be the man who could tell something of its composition. The professor overhauled several works on meteors, and the composition of the heavenly bodies, but could find nothing to compare with this new and strange article.

Hundreds have examined the specimen at Mr. Cable's drug store. A piece of the stuff left exposed to the air quickly crumbled to dust.

The number of people who claim to have seen the meteor fall is astonishing. A minister swore he saw it descend near his church. But all these good people are way off. The soft crumbly stuff they imagine was a meteor is simply the remains of the material used to produce the effect.

Some boys were in the city Tuesday and procured some of the material used to produce red and green fire, which they distributed around the hills and set on fire at the right time. The stuff which was picked up afterward was simply what was left after it had burned out.

The specimens Mr. Cable has carefully bottled up for fear it might

get away and the big lump Professor Leatherman has are pieces of the burned-out crust.

1896 October 24 (Sat) (Portland) Morning Oregonian, p. 5.

CITY NEWS IN BRIEF /

METEORS SEEN IN THIS CITY.--The remarkable meteor mentioned yesterday morning in a dispatch from Wheatland, Cal., was noticed in this city. Mr. W. C. Lovell, residing at Kearney and Sixteenth streets, was looking out of the window about 6 o'clock Thursday evening, and noticed three balls of fire passing across the southern sky about 10 degrees above the horizon, going toward the east, traveling in a horizontal line, about half a degree apart. They passed over about 30 degrees of the horizon and disappeared without falling. Mr. Lovell noticed them particularly, as it seemed strange to him that they should be traveling in a horizontal line, instead of falling, as meteors, or "shooting stars," usually do. It seems that very few persons noticed the phenomenon, as Mr. Lovell was the only person who mentioned the matter to an Oregonian reporter yesterday. Last evening, however, Mr. Fred D. Matthews called to say that he had seen the meteor Thursday evening at Woodburn. He had just come in from hunting, and was at a farmer's barn, having his horse hitched up, when his notice was attracted by three globes of fire travelling from west to east across the sky, not far above the horizon, going in a straight line, and finally disappearing. Each of the globes had a trail of fire behind it. They traveled quite slowly, and formed a grand spectacle. Mr. Matthews looked at his watch, and saw that it was just 10 minutes past 6. This description tallies exactly with that of the phenomenon seen at Woodlawn, Cal., at the same time, except that there the meteor appeared as a star of the magnitude of the evening star, increasing in size until within 20 degrees east, when it gradually separated into two and then into three parts, resembling as a whole three comet-shaped meteors, joined to one another. Usually when phenomena of this kind occur dozens of people will mention the matter to The Oregonian reporters during the succeeding day, but so far the two gentlemen above mentioned are the only ones who have reported seeing this wonderful meteor. The generally accepted theory in regard to meteors is that they are masses of matter which become heated in passing through the atmosphere surrounding the earth, but as this meteor traveled slowly and did not fall toward the earth, but traveled on a parallel course, the supposition that it was in space beyond the atmosphere of the earth is probably correct.

10/23/1896 SF Examiner, p. 7, "A Queer Thing" (card 2)

From all accounts this grand sight was not generally observed at the hour and time did not find many people on the streets. The sight was magnificent and awe-inspiring, and one long to be remembered as it did not appear to be over forty or fifty miles above the earth. A splendid view of the triple-connected meteor was taken by W.M. Richards.

1896 November 20 (Fri. morn) Marysville Daily Appeal, p. 1. (card 1)

A SACRAMENTO JOKE / There Are Some People Who Still Take It Seriously. / A SUTTERITE'S SOLUTION. / Says That It Was a Lighted Chinese Lantern Attached to a Sandhill Crane--Other Deductions. /

Nothing of a trustworthy character has been heard of the present whereabouts of the air-ship, or the what is-it, which swept over the house tops of Sacramento Tuesday evening, in sight of many citizens who have not served terms in the county jail for drunkenness nor attained even local renown as romancers, says the Bee of last night.

Meanwhile the sensation groweth apace. Last evening after the publication of interviews with reputable parties in The Bee, the subject of the "voices in the sky" was the topic of conversation in the restaurants, hotels, and wherever people congregated. The general sentiment was that the light was either a meteor or an attachment to a balloon which had ascended from some point near the city, and the notion that it was part of an air ship was scouted as ridiculous. That such a light as was described in The Bee last night swept in a more or less diagonal line through Sacramento between 6 and 7 o'clock Tuesday evening is indisputable. That voices were heard traveling with the light certain persons assert with great solemnity. That the light was suspended under a contrivance of egg shape, with paddles whirling on the side, one or two witnesses have been found with the hardihood to declare. That there is some mystery about the circumstance a great number of people believe. That the antics of the light as to wobbling this way and that, and going up and down are embellishments to a grand hoax, the majority of citizens will probably agree.

One thing most of the witnesses to the phenomenon are positive about is that the light was white, like that shed by an arc lamp. Weather Observer Barwick is at as much loss as anybody to account for the appearance in the sky. He says the color of a meteor would be affected by the density of the atmosphere through which it was darting, and on an evening like that of Tuesday he believes the light of such an aerial visitor would most likely be purplish, and in no event the extreme white of an arc lamp.

Various rumors are afloat, but they can scarcely be given credence. One, published in this morning's Record Union, is to the effect that an air ship has been in course of construction for some time at Oak Park, and that on Tuesday evening a trial trip of the conveyance was made through the city, and out to Arcade, where it broke down is now awaiting repairs.

The authority of Ex-Senator F.S. Sprague is given for the loss of a carpenter's hammer from a scaffolding surrounding the steeple of St. Paul's church, left there a few hours before the passage of the alleged ship, but this incident is not substantiated. / SOLVED BY A SUTTERITE.

To the Editor of the Bee--Sir: It is being currently reported here

that certain Sacramento citizens who were in the neighborhood of a Twenty-eighth-street brewery last night saw an airship carrying a minstrel show from New York to Sacramento. The story meets with little credence in this community, where we are all farmers. On Tuesday a fisherman living on the banks of Cat Fish Slough captured a sand hill crane, and after tying a Chinese lantern to one of its legs let it go. When last seen it was flying toward Sacramento at a speed of about fifty miles an hour, and must have passed over your city between 7 and 8 o'clock in the evening. Please find out if anyone who saw the airship saw the sand hill crane, and oblige, / PRO BONO PUBLICO, / Nicolaus, Sutter County, Nov. 18th.

1896 November 23 (Mon) San Jose (Calif) Daily Mercury, p. 8. (card 1)

MYSTIC AIRSHIP. / Said to Have Passed Over This City Last Evening. / FLYING LIGHT MOVING EAST. / Assertions That the Strange Visitor Sailed Across the Heavens in the Direction of Mount Hamilton. /

The mysterious airship, which startled many people in Sacramento Wednesday night and which was claimed to have been seen by several persons from a street car in Oakland Saturday evening and again over Sacramento last evening, was reported to have passed over this city about 11 o'clock last night.

The strange air vessel is said to have suddenly come within sight of a group of people on East Santa Clara street, near Narlice Park.

Persons in the group claimed to have seen the ship distinctly and said that the paddles could be plainly seen revolving.

Frank Everett, a resident of Santa Cruz, who is visiting in this city, made the following statement last evening: "I was returning from East San Jose about 11 o'clock last evening when I noticed a crowd of people standing in the street and seated in vehicles on Santa Clara street, near Naglee Park. I asked what was the matter, and they stated that an airship had just passed above them. I looked up and could plainly distinguish a bright light passing through the air in the direction of Mount Hamilton. Several of the crowd said they had plainly seen the airship as it passed above them and had been able to distinguish the paddles, used as propellers. The people were strangers to me, but seemed to be much surprised at what they had seen. The light I saw was moving in a zigzag manner.

H. Erich of this city stated that as he was driving a buggy from East San Jose to this city his attention was attracted by the crowd on Santa Clara street. He stopped and asked what was the matter. He was told that an airship had been seen and saw a light darting through the darkness in the direction of Mount Hamilton. He said he was unable to detect what the light was as it was only visible to him for a few seconds and then disappeared. He only recognized Everett in the crowd, and received from him the same statement regarding the assertions of other members of the crowd in regard to seeing the airship, as is given above. He knew no one else among those congregating at the spot.

Owing to the late hour at which the report was received in the city it was impossible to locate any of the persons who have seen the strange visitor. / 1896 November 23 (Mon.) Woodland, Calif., Daily Democrat, p. 3.

Capay Cullings.

Capay, Nov. 23. Several Capay residents insist that they saw the airship last night about 9 o'clock. It was in a southeasterly direction and slowly moving southward. / 24. We haven't lost any airships. Wed. eve. Nov. 25. Grafton Gossip, p. 3.

Knights Landing, Nov. 25.--Check your baggage by the airship. City News. It is all very well to poke fun at the airship, but it will be a reality some day.

27,2. The supposed airship may be one of Flammarion's shooting stars that failed to shoot, but lost its reckoning and is wandering about in space.

Airships, otherwise known as Calloons [balloons?], continue to go up in various parts of the country and of course hot air is not a factor in the occurrence; everything is expected to go up since McKinlev's election.

Dec. 1, p. 2. Venus is very luminous these Dec. evenings and it is possible that some people have mistaken it for an airship.

The Calif. arap story didn't lose anything on its eastern journey. By the time it reached Kansas City it was treated with all seriousness and the machine was described as 150 feet in length, operated by a rudder and wings and capable of carrying 15 people.

Quake and quiver little light, / How we stare at you each night. / Up above the world so high / 'Tis the airship on the fly. / When the blazing sun has set / And the grass with dew is wet. / Then we stand and catch his gripe / Just to watch the famed airship-- / Early morn and late at night, / Gaunt and shivering forms and white / Shaking as with ague chill, / Watching for the airship still. --H.A. Deaner.

Dec. 5,2. Capay Cullings.

There is no question but that we have the best county in the state no matter whether the airship is a delusion or a fixed fact.

7,2. Davisville Doings.

The arap seems to have been laid aside for the present. Perhaps Swinnerton's sketch of last Saturday portrays the truth, and the machine has actually come to grief.

14,3. Dunningan Dots.

The airship craze seems to be subsiding, and it is about time. 1896 November 24 (Tue) Daily Morning Union (Grass Valley, Calif.), p. 3

Was It an Air Ship? / A Strange and Startling Object Seen Sailing Through the Skies Saturday Night.

Reports are current to the effect that an air ship which has been sailing in the skies over Sacramento, San Jose and other cities toured

over the eastern portion of Nevada City at a late hour Saturday night. A number of people who happened to be up at that hour of the night vouch that a strange and startling object was seen sailing through the eastern heavens, the object evidently being headed south. There was a strong light which cast a shadow from its high altitude. Among those who saw the alleged airship is a prominent physician and several others who do not hold a certificate in the Liars' Club.

Friday Oct. 23, p. 3. A Strange Meteor. (Nevada City and Mountain Towns)

Capt. Henry Richards and son, while coming into town from Gold Flat last evening, noticed a meteor or falling star passing through the northern heavens from west to east on a horizontal line, which was of such brilliancy as to attract considerable attention. The star or meteor seemed to be in three parts and the line of fire, resembling the tail of a comet, looked to the naked eye to be about 100 feet in length. The three parts were quite a distance apart and appeared to be as big as footballs. The strange meteor or whatever it was did not fall to the earth, but passed into space.

Nov. 24, 1: 25.4. Fake arsp in SF.

1896 November 25 (Wed.) Daily Californian (Bakersfield), p. 2

It is reported that the Call's flying machine was seen by two different parties passing over Bakersfield last night, going in the direction of Tehachapi. The men who saw it could not be found to-day.

Tues. eve., Nov. 24, p. 2.

One or two papers, notorious for their faking proclivities, are disposed to ridicule the possibility of there being any truth in the airship stories. But too many reputable citizens have testified to the presence of the marvel for anyone to dismiss the proposition with a sneer. There is certainly nothing intrinsically improbable about it.

1896 November 25 (Wed) Oakland Tribune, p. 1. (card 1)

YOU CAN'T MISS IT. / Just Look at the Sky and You Will See the Airship. / SO SAY THE CREDULOUS. / It Was in Red Bluff and Also Oakland Last Night. / EXPERIENCES ARE RELATED. / All Sorts of Rumors Are Floating About the Town. /

RED BLUFF, Nov. 25.--Many residents assert they saw the alleged airship in this neighborhood last evening.

It was first noticed about 7 o'clock, and was thought to be a particularly bright star, but which was moving rapidly in a southwesterly direction towards the mountains.

It finally disappeared over the mountains.

The summit of the mountains could be seen above the mysterious light as it moved west.

Soon after its disappearance a telegram from Chico stated the supposed airship had come from the direction of Red Bluff, and after making a few turns had returned in the direction from which it came.

Several citizens say that while at the first only a light was visible, that later the body of an egg shaped object was visible moving quickly through the air.

The theory that it was a star was rejected because of its distinctly rocking motion, which was like the motion made by a kite.

SEEN IN OAKLAND.

Many Believe in the Mystery / Recite Their Personal Experiences. The fact that what was apparently the same mysterious object, is claimed to have been seen earlier in the evening by a large number of Oaklanders, causes some doubt to arise in the minds of many.

The meteoric display which an astronomer predicted for the 13th of this month, has been brought into the case and now it is being claimed that the visions are nothing less than meteors and comets which are participating in Heaven's pyrotechnic display one by one.

Charles White of East Oakland says he is positive he saw the airship last night. He crossed on the 6:15 o'clock ferry from San Francisco and says that while on the cable car to the boat a number of passengers noticed what appeared to be the mysterious visitor in the heavens near South San Francisco. It rapidly approached and raced the boat across the bay, beating it so badly that it was hovering over Alameda by the time the boat docked. From the train the passengers saw the light continuing in the same direction and later, when on an Eighth street electric car could plainly discern it, though then the object was far distant.

A. B. Parker, conductor of the car, corroborates the story, for he, with a number of others watched the strange thing until it disappeared from view.

A small-sized scare was started today, when the present location of the air-ship was said to be in Alameda. A visit to the location described revealed nothing but the remains of an experimental torpedo boat which had been built some years ago.

The uncertainty of the thing has been causing much speculation and now the streets are lined with an inquisitive throng, all gazing heavenwards.

1896 November 25 (Wed morn) San Jose (Calif) Mercury, p. 5. (card 1)

SAILED OVER AGAIN. / Another Visit From the Supposed Airship. / SEEN BY SEVERAL PERSONS. / It Passed Over the Electric Tower About Eleven O'Clock and Was Visible for About Fifteen Minutes. /

San Jose was favored with another visit from the mysterious airship last night about 11 o'clock, at least so several people believe.

A message was received at the telephone office from San Francisco at about a quarter to 11 stating that the airship had started from that place about 9:30, and to be on the watch for it. It was seen passing over the Ingleside track about that time by Thomas Beston of 2247 Mission street.

The machine must have taken its own time to journey down here, for about 10 o'clock last evening it was seen by Mr. Whoff, an architect of Hayward, passing over that place.

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

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

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

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

M. J. O'Brien, a compositor, was going to bed when his nephew, James Stanley, called him to him that the airship was coming. He rushed out and saw a bright light moving rapidly northward over the city. They watched it until it disappeared and concluded that it was the far-famed airship.

1896 November 26 (Th morn) San Jose (Calif.) Daily Mercury, p. 5.

SAW THE AIRSHIP. / Description of the Mysterious Craft by a San Josean. Large crowds collected at various points on the streets in this city last evening. All were gazing skyward anxious for a glimpse of the far-famed airship.

W. E. Watts, a teacher of bicycle riding, gave a description of the airship last night in an interview with a Mercury representative. He said he was willing to take an oath that he saw the machine last Tuesday night at 11 o'clock when he was on his return from a wheel ride to Gilroy. He said it was then only a few hundred feet above the ground. It was visible from a reflection of light on some large wing-snapped objects. Light, as if thrown from a search lamp, struck the earth near the Turn Verein shooting range.

Mrs. M. B. Dunn, who occupies rooms on the third floor of the Farmer's Union building, told a Mercury reporter last evening that she saw what she believed to have been an airship moving through the heavens late Tuesday night. Mrs. Dunn stated that at first she thought the object she saw was a group of stars, but when she saw the object moving west and disappear from sight she was satisfied it was an airship.

1896 November 26 (Th) San Jose Daily Mercury, p. 6.

Los Gatos News. / MANY SEARCHERS FOR THE MYSTERIOUS AIRSHIP. / ...

Los Gatos, November 25.--Los Gatos, to say the number of a hundred or more, excitedly scanned the heavens last night in search of the mysterious airship. The planet Mars, which at this time of the year looks exceedingly large and distinct, came into unsought-for notoriety as the extensively heralded air craft. There are those who solemnly avow that the sea serpent's rival actually did cavort over the foothill town, and variously described the aerial object. One enthusiastic gazer swears there was a brass band on board.

1896 November 27 (Fri) Daily Californian (Bakersfield), p. 5.

That Air Ship.

Several parties declare they saw the air ship about 8 o'clock yesterday evening in the heavens over toward Tejon. Mr. Goode, the fruit vender was one of the parties. He declares that all he could see was a monster red looking light, while the others who saw it claim that something encased the light. Mr. Goode says his eyes are bad and in consequence he could not see as well as the others. They all saw something and that is one thing sure, so they maintain.

Mon. Nov. 30, p. 2.

The Call continues to add to its list of men of unimpeachable character who solemnly aver that they have seen some wonder in the sky which they believe to be an airship. The rivals of the Call still continue to maintain that the whole thing is a fake. If ~~anyone~~ ~~xxxxxx~~ If so, then some of the most prominent citizens of the State, college professors and others, must be a conscienceless lot of liars. What a joke it would be on the jealous contemporaries of the Call if the airship should turn out to be an actuality.

1896 November 27 (Fri morn) San Jose Daily Mercury, p. 5. (card 1)

SAW MOVING LIGHTS. / Another Visit From the Stranger of the Skies. / MANY PEOPLE SAW THE SIGHT. / All of the Firm Belief That the Airship Passed Over San Jose Last Night. /

The mysterious airship which is claimed to be making nocturnal voyages in this vicinity, according to the statements of many persons, passed over this city again about 7 o'clock last night. The lights of the supposed ship only are claimed to have been seen, but the descriptions given of these lights agree entirely with those previously given by parties who claim to have seen the strange air machine. The parties who state they saw the lights viewed them from different sections, but agree entirely upon the course taken by the same. The statements as to the character of the lights also corroborate each other.

Robert Shields, who boards at the New York Exchange Hotel, and is an employe of the San Jose Art Emporium, claimed to have always been skeptical in regard to the possibility of there being an airship until the scene witnessed last evening satisfied him that such a machine was in existence and he saw the lights of the same.

Mr. Shields said: "I was promenading with two young ladies on San Carlos street near Eighth, when I heard some persons standing on a porch say, 'Why, that must be the airship.' I looked up and saw, apparently about nine hundred feet above the Normal School, a bright light rapidly moving west. The light cast a decided reflection. I stood still and the young ladies and I watched the light for several minutes. It went far west and then appeared to sink. We could then see two lights distinctly. The machine arose again and only one light was visible. It then took a southerly course and two lights, one behind the other, could be easily seen. We watched the lights until they disappeared from view in the south."

S.S. Farley, who is the proprietor of the Havverne creamery, and resides at the corner of Seventh and San Carlos streets, said: "My attention was called to the airship by a stranger who knocked at my door and said the airship was passing. I ran to the door and in a moment my wife, Miss Harris, a neighbor, and Percy Steeves, who were in my place at the time, joined me. I could at first only see one bright light moving west rapidly. It then seemed to drop, and we lost the light behind a cloud. It reappeared in a few seconds, and then turned directly south. We could then distinguish two lights plainly, and watched these until they disappeared in the distance."

Mr. Farley believes the lights he saw were attached to an airship. Percy Steeves, who resides on South Seventh street, corroborated Mr. Farley's statement.

George Brested, who boards at the New York Exchange Hotel, said: "I was on the Julian street road about 7 o'clock, when I noticed a bright light rapidly passing over San Jose. It went due west, and then turned and took a southerly direction. I could see the light waving gradually. At first I thought that a fire balloon had been sent up, but after watching the light and seeing the systematic course it was taking west and then gradually turn south I became satisfied I had seen the headlight of the airship, and I believe so now."

Mrs. B.P. Young who resides at 328 East San Carlos street, thinks she saw the airship and described the sight as follows: "I was seated in the house with my daughter, Mabel Young, and a lady who is staying with me and attending the Normal School, about 7 o'clock this evening when Roy Parkinson, whose mother resides at the corner of Eighth and San Carlos streets, rang my door bell and said that his mother wanted me to come out and look at the airship, which was passing over the city."

"We rushed to the door and distinctly saw a bright light about the size of a large star moving rapidly west. We could see the light plainly, and it appeared to be moving in a straight line west. We watched it for several minutes and saw it move downward, and we lost sight for a few moments, as if it had descended behind a cloud. We saw it again arise somewhat and then change its course south, as if going toward Los Gatos. We followed it with our eyes until it disappeared from view in the south."

Many persons who heard of the supposed voyage of the airship last evening in a southerly direction believed that it would return north during the night and watched the heavens carefully in hopes of catching a view of the strange visitor. No further signs of the mysterious lights, however, were witnessed.

1896 November 28 Placer Herald (Auburn, Calif.) (wkly), p. 5. (Sat)

The Flying Machine.

The airship craze has struck Auburn and our people haven't got either. Several citizens who have never been known to handle the truth at all carelessly assert that they discovered a brilliantly lighted ~~xxxx~~ barrel shaped object passing over town Wednesday night. It was "away up in the sky" as they put it, traveled very rapidly and had a sinuous motion up and down. While this is the time of year for the delicious "Tom and Jerry," it does not necessarily follow that these gentlemen had been indulging in that luxury, but those who are disposed to be skeptical say that the phenomenon of the skies originated in Auburn, and they don't propose to be faked. / Alta and Towle. /

There is great excitement here over the air ship. It would be a very good plan for H. Schaw to make ~~xxx~~ a machine and pursue the disturber through space. It would be a most interesting ~~xxxxxx~~ scene and he might make a good thing at it. p. 6. The foolkiller is getting the drop on a great many aeronauts this year.

1896 November 28 (Sat) San Jose Daily Mercury, p. 5. (card 1)

LIGHTS MOVED K FAST / Prof. H.B. Worcester and Party Saw the Supposed Airship. / SEEMED INTELLIGENTLY GUIDED. / ~~Yxxxk~~ Traveled With Great Velocity in Apparently a Regulated Manner--Disappeared on the Horizon. /

An interesting account of the mysterious moving light which passed over this city Thursday evening and which is supposed to be attached to an airship is given by Professor H.B. Worcester, President of the Garden City Business College. Professor Worcester resides with his family in East San Jose. To a Mercury reporter, who asked him regarding the strange light, he said:

There was a small party at my house in East San Jose on Thanksgiving Day, and dinner was prolonged until about 7 o'clock in the evening. The company then repaired to the front of the house to enjoy some music, and I went into the rear yard to get a lantern. I happened to look up and saw several miles away, apparently about over College Park or Santa Clara a large light moving rapidly toward San Jose. In a second I surmised it was the mysterious light which people had seen and

which was supposed to be attached to an airship. In order to call the attention of those in the house to the same I ran around the house to save time and called out that the airship was passing. Everybody rushed around into the front yard. Within the time it had taken me to run around the house the light had changed its course from east to south-west and had traveled several miles and was in a line over the southern portion of San Jose. The entire party saw the moving light and saw it go west, then turn south, and then change to southeast. We watched the light until it disappeared below the horizon.

"When the ship turned southeast I could distinguish two lights, one behind the other. The single light first seen was about the size of an engine headlight and had more of the appearance of a large incandescent light than anything else. It was moving at the rate of from sixty to 100 miles an hour, and it was only a few moments before it had disappeared below the horizon."

"There were three things regarding the light which impressed me, viz.: Its velocity, its regular movement, and its apparent intelligent control. The motion of the light would suggest the alternate flapping of wings."

"I have seen many fire balloons, but the light I saw had none of the characteristics of such a toy. Its velocity was too great for a balloon on such a still night and its movements too regular."

"The light was about 1500 feet high when first seen, and may have continued at that elevation, but it appeared to lower as it disappeared on the horizon."

Professor Worcester stated that his party consisted of Professor M.S. Cross of the University of the Pacific, Mrs. Dr. Allen, Mrs. Colonel Moore, Miss Annie Chase, Harry Worcester, Mrs. Worcester and himself. All of these, he said, saw the mysterious light and expressed their belief that it was under intelligent control.

Among others who saw the light was a party at Balla Vista, near Alum Rock, composed of Mr. and Mrs. F.W. Baker, Mr. and Mrs. Henry Renstorff of Mountain View, Mr. and Mrs. Bert M. Babcock and Mr. and Mrs. Max Elton.

John Bawl, a farmer who bears the reputation of being practical and unimaginative, declares that he saw the airship in flight over his residence in East San Jose, on Monroe street, near Franklin, Thursday evening, and though it was moving rapidly and was at a considerable altitude, he was able to plainly distinguish its general outline and most striking features. He describes the great winged ship with vividness and realism. His wife and family corroborate his story.

"I was standing in the rear of my residence about 7 o'clock or shortly before that," he said, "when my attention was attracted by some bright object in the sky about 150 yards distant and bearing rapidly toward me from the northwest. I looked at it closely and observed it was lunging about from side to side, sometimes swerving sharply to one side, but always maintaining a general southwesterly direction. It occurred to me that this was the famous airship, and I shouted lustily to my family and they all witnessed it as it came over our residence."

"It was so high up I could form no very definite idea of its size, but I judged it was about twenty feet long. It had a pair of wings which were constantly flapping, not from side to side like a bird's, but with more of a forward and downward motion. Beneath it several feet hung a ball of red light which lit up the bottom of the ship and sent its rays far down below it. At the front was a cone-shaped projection which I surmised was a wind-break."

"The vessel lunged badly and once made a great swerve to the west, but regained its course again. It varied in height considerably during the time I watched it. Its speed I judged to be about that of an electric car doing its best."

Mr. Bawl tells a similar story of the strange locomotive of the air. 1896 November 29 (Sun) San Jose (Calif) Daily Mercury, p. 7. (cd. 1)

SAW THE AIRSHIP. / Exam PROFESSOR M.S. CROSS TELLS OF THE STRANGE MOVING LIGHT. / The Dean is Positive What He Saw Could Not Have Been a Balloon. /

To the list of reliable witnesses already too formidable to be lightly contradicted, concerning the existence of an aerial visitor in this neighborhood on recent nights is added one whose testimony has had great weight with many hitherto skeptical. Professor M.S. Cross, Dean of the University of the Pacific, saw the airship on its flight over East San Jose Thursday night and is convinced that it was neither a balloon, as practical doubters insist, nor an optical illusion, as is urged by more subtle skeptics.

The standing of Professor Cross, both on the score of his personal reputation and the position which he holds as head of the conservative educational institution of Coast Methodism, makes his testimony of the greatest weight.

"It was about 7 o'clock when my attention was called to the airship," said Professor Cross last evening. "Of course I am not prepared to say it was an airship. Certainly it was a light moving strangely ~~xxxxxx~~ through the sky and one for which I am unable to ~~xxxx~~ account on any other theory. I was visiting at the residence of Professor Worcester in East San Jose Thursday night. About 7 o'clock Professor Worcester, who was in the yard, called to me to come and see the airship."

"I immediately rushed out and by that time Professor Worcester ~~xx~~ said the ship ~~xxx~~ had moved a considerable distance. We were not able to see any wings or anything of that kind. What we did see was a ball of light apparently about six inches in diameter. It was moving very fast in a southeasterly direction. Its motion was not steady, but it seemed to waver from side to side. Its altitude seemed to vary also as we watched it."

"How fast it was traveling of course I was unable to tell. It appeared to me to be going very rapidly, and if it was very far distant its speed must have been very great."

"I am confident it was no balloon. It was going too rapidly to be carried by the wind. It was a quiet night, what little breeze there was being, if I remember correctly, from the south, yet this light traveled in a southerly direction. Furthermore, a balloon has a peculiar up and down motion which the lunging of this light in no way resembled.

"Just before it disappeared the light seemed to broaden. Some people say the ship they have seen has two lights and perhaps as the ship veered to one side the two lights were exposed giving the appearance of one broad light. We were not able to watch it more than two or three minutes."

The point where Professor Cross saw the balloon is ~~xxxxx~~ about two blocks north of where John Bowl claimed to have seen it. The stories tally exactly as to time, direction and general characteristics. The ship was lower when Bowl observed it. Professor Cross' story corroborates that of Professor Worcester.

1896 December 1 (Tues) San Jose Daily Mercury, p. 8. (card 1)

YARN OF THE AIR. / Sensational Story Told by an Electrician. / CLAIMS HE RODE IN THE SHIP. / Startling Assertion That He Passed Over the Hawaiian Islands and Returned in Two Days. / [pic.: John A. Horen, Who Claims to Have Taken a Trip in an Airship.]

John A. Horen is an electrician in the employ of the Electric Improvement Company, who left here last Thursday and returned yesterday with a sensational story of having had a voyage on an airship.

As a consequence he has been subjected to a great deal of bantering on the part of his associates, whom he could not convince that his statement was founded on fact. Even viewed as fiction Horen's story is interesting and is given for what it is worth.

Horen is a hard-working, intelligent mechanic, and he told his startling story last evening to acquaintances at the New York Exchange Hotel, where he stops. Mr. Hirsh, one of the proprietors of the hotel, said if Horen had taken a trip to San Francisco Thursday, as he claimed, and did not return till yesterday, Horen has become well known among telephone and electric light employes during his seven months' residence in this city. He is recognized as an expert operator and experimenter with electrical apparatus.

In an interview with a Mercury representative last evening, Horen said he had solemnly promised not to reveal anything that would give a ~~xxxx~~ clew as to the inventor of the airship or anything as to the principles of its construction. In general, however, the machine, he says, was made of aluminum plates of remarkable thinness and lightness, and strength was obtained by having them ribbed. When spread out for flight the ship was 163 feet in length and fifty-six feet wide. Horen said he was taken into the confidence of the inventor, as the latter wished to take advantage of an electric platinum sparking apparatus that Horen has invented.

"By appointment," said Horen, "I met the inventor in San Francisco last Thursday afternoon, and we went on horseback to a secluded spot on the sandy sea shore, where the great machine was disclosed. I had not been let into the secret till I was brought face to face with the machine itself. I had no difficulty in applying my apparatus to the motor and then the inventor invited me to take a ride in the airship. We stepped into an inclosed carriage in the center of the machine that had windows of mica, or some other transparent and very light substance. The motive power is a great secret. It is not steam or electricity, but electricity enters into it to a small degree. The bearings on the machine are not exactly ball bearing but they operate similar to that kind of bearings. We arose by means of two propellers, one on each end of the machine, to a great height. The movement was so noiseless and swift that a passenger is not conscious of it. The height was registered by a machine inside the car. The airship travels at a much greater rate of speed than has been guessed at by any one. The inventor does not count his progress by miles, but by degrees on the earth's surface. His average speed in flight he claims is two degrees an hour, or 138 miles. The flight in question was taken out over the ocean. Near morning the inventor pointed below to some twinkling lights on some land and said that was Honolulu. He then took a circuitous course and landed near the point we started from shortly after dark Saturday evening.

"I should think the man is about 45 years old. He has been working on his airship for twelve years, never changing the principle. He told me he believed he had a perfect machine now. He can light as easily as a feather will drop to the earth anywhere, and can also stop almost dead still in mid air if he wishes to. The inventor did not seem to be at all excited over his wonderful machine, but talked to me about it just as if it was a wheelbarrow.

"I ~~ask~~ asked him when he was going to patent it, but he said he would not be in a hurry for a few weeks yet unless there was danger of exposure. He wants to perfect something about the bearings of one of the propellers, and then he says he will fly to New York and begin his application for a patent by means of the working machine. He does not need to fear exposure from me, as I could not give the principle of operation of the machine if I wanted to do so.

"Notwithstanding his great faith in the machine the inventor always takes with him a life preserver that he has also been working upon for many years. This machine is a combination of parachute and balloon. By means of some chemical the balloon is inflated after the parachute is spread, and with it a man would be enabled to float around in the air a great while, or until he reached a safe landing place.

1896 December 2 (Wed) Marysville (Calif.) Daily Appeal, p. 3.

OROVILLE. / FLYNN'S FAIRY TALES.

The Register evidently has great regard for the veracity of Joel Flynn of Saxy Berry Creek. It had two items yesterday touching on the matter.

One said that he left home on Sunday night and started for Oroville. He had gone but a short distance when he saw the mysterious air ship which landed near him and the inventor offered to give him a ride. Flynn accepted and he went into the air so high that he came near freezing, but he landed in town in a short time.

We have been wearing a button entitled, "I am somewhat of a liar myself," and this we immediately took off and handed to Joel, who accepted it without a word.

According to the other he says it was exceedingly cold up there on Saturday morning. He heard his chickens making a strange noise and went out to investigate. A big fine rooster was trying to crow, but the crows as they came from his windpipe froze together and when Joel first saw him there were a foot or more of these crows all in a string hanging from the rooster's mouth.

1896 December 3 (Th) Daily Callitornian (Bakersfield), p. 2.

There are about 200 people in this town who are ready to take their perpendicular oaths that they saw that airship, or something like it, in the heavens last night.

p. 7. Most of the airships that are now being watched of nights sink below the horizon with the certain regularity of the twinkling star.

4, 7. The airship did not venture out last night, or at least it was not seen. Probably it is taking a trip to Honolulu.

Dec. 2, 4. Horen.

1896 December 3 (Th) Salinas (Calif.) Index, p. 1.

That Air Ship Again.

A large, spherical body with scintillating lights, high up in the sky and majestically sailing over these benighted regions where Monterey and Pacific Grove are supposed to be was observed by a dozen people on the streets of Salinas about 7 o'clock last night. The word was quickly passed along the street and soon there were many dozens of men anxious to catch a glimpse of the aerial vessel. A gentleman talking through the telephones to Pacific Grove was told to wait as the operator in that town wanted to see the airship. The vision lasted about fifteen minutes and then disappeared. There is no question about its being an airship because there are any number of credible witnesses ready to swear they saw it.

p. 2: Horen.

That airship business was a godsend to the great San Francisco dailies, as it filled in a gap between election and the holidays.

Nov. 19, p. 1: Pacific Coast News. / A machine is being constructed at Hoboken, N.J., in which the inventor proposes to fly overland to California in 48 hours. Hunters should make a note of it and not shoot it.

Nov. 26, 3d: Local Brevities. / Mysterious rumors have been floating around for a day or two past in regard to the launching (sailing ~~saxx~~ rather) of a mythical airship. Its appearance is expected to be unexpected and sensational. So far as the Index could learn the embarkation is to take place across the river in the Toro, and the proposed course of navigation will bring it to the Court house in this city.

3f: Sacramento people have been somewhat worked up by the appearance of a strong light electric light passing over the city at a considerable elevation. It is said to be a successful trial of an ~~air~~ ~~ship~~.

4a: A mysterious flying machine has been sailing over Sacramento, Oakland and other places. Its bright lights are always seen at night and the big daily papers are full of it. Bro. Bradford of the Owl sighted it as it passed over Salinas Saturday evening.

1896 December 4 (Fri) Marysville Daily Appeal, p. 1.

AIRSHIP TALK. / Several People Have Seen Moving Lights of Late.

The sensational airship news which has recently been published in the papers from one end of California to the other has many believers even in this section of the country.

E.T. Schellenger, of Sutter City, who was in town yesterday entertained several of his friends with an account of something wonderful he had seen moving in the heavens about 6 o'clock Wednesday night.

It first appeared to him as if it was a red ball of fire that was moving slowly along and as it spread out he thought he could see wheels moving. The light was continually changing from red to a blue color, and then several lights would appear which made the machinery appear clearer. It moved in the direction of Knights Landing.

He said he had read considerable about the air ship, and had considerable faith in the invention, and had little doubt but that what he had seen was the mysterious visitor that was puzzling all the scientists.

Several residents of this city also saw moving lights in the heavens on Wednesday night about 10 o'clock.

It seems strange that although no one has seen more than one air ship at the time, that it should be seen in places hundreds of miles apart at the same time.

A telegram from Portland tells of a man who became so greatly interested in the reports that he finally declared he was the airship inventor himself, and that he had brought his invention to an almost perfect condition. He asserted that some Californian had stolen one of his most valuable ideas; and was using it in the San Francisco airship.

1896 December 5 (Sat) Marysville Daily Appeal, p. 1.

LIGHT IN THE HEAVENS. / Plainly Seen at Browns Valley--Anxious Marysville Watchers.

Last evening about 7:30 o'clock a telephone dispatch was received from Browns Valley stating that the air ship was then seen passing west of that place going in the direction of San Francisco. The lights appear to be about five miles distant and were watched for

1897 March 25 (Tue.) Daily Commonwealth (Fond du Lac, Wis.), p. 3.

BYRON...--Edison's new search light which is said to be at an elevation of thirteen miles directly over the city of St. Paul, Minn., was plainly visible here on Monday night, being the appearance of a very large and brilliant star.

Tues. March 30, Daily Mining Jnl, Marquette, Mich., p. 6. Ishpeming and Vicinity (in brief).

Landlord Outhwaite of the Nelson House says the next commercial traveller who comes around the hotel with any more such "gags" as that St. Paul electric light story, will "have the boots put on him." Apr. 16 Winkle & Hulle.

29.2. The arsp is the only sp that seems to be able to keep in commission without being bothered to find business this spring. May 14 (1) Oma sees arsp (Prest).

1897 April 8 (T.) Warsaw (Ind.) Daily Times, p. 4.

HE TURNS ON THE GAS. / The Queer Mania of a Midnight Marauder in San Francisco.

The residents of what is known as the western addition of San Francisco are up in arms against a most unusual and inconsiderate house-breaker. This nocturnal visitor seems to have a mania for turning on the gas, and although he very seldom takes the trouble to steal anything he never fails to make an insidious assault on the property and health of his victims by tampering with the gas fixtures.

At last accounts this cunning rogue had entered no less than a dozen houses and turned on the gas in every room he entered. There is no doubt that it is the work of a midnight visitor, for he has been seen several times making his escape over the garden walls. Fortunately no fatalities have yet occurred as a result of his operations, but gas bills in the western addition have been enormous. The gas fiend seems to have a particular grudge against Mr. Isador Goodman, for he has entered Goodman's house three times and turned on the gas every time.

It is not known that the gas fiend is employed by the gas company. Fayetteville (N.C.) Observer, Sat. eve., April 10, p. 1.

Was It the Air Ship? Several people have told us that during the big storm Thursday evening, they saw a ball of fire about the size of a football pass directly over this city. Could this have been the search-light of the air ship?

April 15, 4. Latest News. / The "airship" visits Williamston [Wilmington?], first appearing totally dark, then brilliantly illuminated.

1897 April 10 (Sat. afternoon) Wisconsin State Journal (Madison), p. 1.

SAW THE AIRSHIP. / Lake Mills People Watched It Ten Minutes--Coming West. /

Lake Mills correspondence: Thursday night at 9 o'clock a number of reliable people of ~~xxxxx~~ this village saw what they supposed to be the airship of which so much has been heard lately. W.F. Myers, the foreman of the Lake Mills Leader, and Mr. George Lusted first saw it in the west as a great red light, moving up and down as if on wings and traveling westward. They called their families and their neighbors, and at least a dozen people saw it and watched it until it disappeared in the west. It was a great curiosity at least, whether an airship or not. It was in view nearly ten minutes and was then lost to sight behind the woods on the west shore of Rock lake.

13.2: Every bird that essays the zenith these days incurs the imputation of being an airship.

14.2: It is possible Wash Messing fell from the airship. He has received a shock from some quarter that renders him speechless.

15.2: It will be well to give the sea serpent lots of room these days. He's angry since this airship agitation is said to be something awful.

17.2: It is significant that all airship affidavits are drawn up in the form of the personal tax oath.

20.2: Alpha Orionis should be renamed. It is the Eli Perkins of the Stellar Universe.

1897 April 16 (Fri.) Beloit, Wis., Daily News, p. 5. Durand has seen the airship. This practically settles any ~~xxxxx~~ further speculation.

Mar. 29 p. 1. Sir Francis Galton says Mars may be signalling earth. Apr. 3, p. 1. Flying machines in flocks, SF

2. Arsp in Niles (Galesburg--voices). 1897 April 12 (Mon) Aberdeen, S.D., Daily News, p. 3.

KANSAS AIR SHIP. / North Side Man Thinks he Saw it Wednesday Night--Honor Bright. / ...

A resident of the north side, a gentleman of good repute, believes the so-called air ship which has lately mystified the inhabitants of several northwestern states, voyaged in the vicinity of this city on Wednesday night of last week. He said nothing of the fact at the time, for fear of being laughed at, and told his experience to the News today with reluctance. Whatever the mysterious object may have been, there is no doubt he was thoroughly in earnest. He says that while going to his home on the night in question, some time between the hours of 10 and 11 o'clock, his attention was attracted to a bright red light a short distance above the horizon, northwest from the city and traveling in the same direction. At first he paid little attention to the phenomenon, accepting it as the moon, but in a few seconds it dawned upon him, without particular thought upon the subject, that the light could not possibly proceed from than planet. He thereupon watched its proceedings with care until it disappeared below the horizon. The light was decidedly red, resembled somewhat a half moon in shape, and traveled rapidly.

In Chicago, where the strange luminary was observed a day or two before, three lights were seen--two green and one white; while at Cedar Rapids, Iowa, observers saw a bright red light and a white one. Others again, at different points, saw only red lights or green ones. These changes of color could be easily accounted for by the theory that the air ship saw fit to adopt the usual signal lamps of the ocean--a green one on the starboard or right hand side and a red one on the port or left hand side--but for the fact that the Aberdeen man observed a red light while the ship was proceeding in a northwesterly direction. However, providing the lights were displayed by an air ship at all, it is not strange the ship should use different colored lamps either for purposes of its own or to excite the wonder of the people below.

The phenomenon has been observed by thousands of persons at widely separated points, but the theory that it is due to signals from an air ship is the wildest kind of conjecture. Scientists, however, say the lights could not possibly be emitted by a meteor or other terrestrial body, and until the scientists see fit to promulgate a theory, common people are privileged to ascribe it to anything they please. 1897 April 12 (Mon) St. Louis Globe-Democrat, p. 3.

GENUINE AIR-SHIP PROMISED. / Chicago Aeronautical Society to Test a California Invention. / Special Dispatch to the Globe-Democrat.

CHICAGO, ILL., April 10.--A big huge band of red, green and orange light which startled residents of every village and township between Niles Center and South Chicago last evening may not have been an air-ship after all. Only the best imagination of those who viewed it are willing to take oath to seeing outlines of hull, rigging, keel and propellers; but to have a genuine air coaster in the neighborhood of Chicago but ~~xxxxx~~ it was not the real article, the Chi Aero Soc promises to have a genuine air coaster in the neighborhood of Chicago before the end of next week.

Max Kasmar... Prof. Hough...

A report from Winamac, Ind., says the air-ship landed in the Pink Mink marshes there last night within 300 feet of three hunters, and today five feet of what appears to be a wing sticking out of the marsh shows where the ship was engulfed. /

Appeared and Vanished. / Special Dispatch to the Globe-Democrat.

CLINTON, IA., April 10.--Last night shortly after 11 o'clock, several reputable persons saw an object in the western sky giving forth rays like those of a searchlight. The light when first sighted was apparently stationary, but it appeared and disappeared several times, and was succeeded by a steady glow, which moved off finally to the northwest, where it disappeared. Owing to the hazy condition of the atmosphere it was impossible to determine the nature of the nocturnal visitor but the sightseers firmly believe they ~~xxxxx~~ saw the air-ship which is causing so much comment. 1897 April 12 (Mon.) St. Louis Globe-Democrat, p. 12. (card 1)

THAT AIRSHIP AGAIN. / A Man at the City Hospital Who Says He Took a Ride on It.

At last the mystery of the air-ship has been solved. No longer need people trouble in their shoes at what has been supposed by many to be the supernatural; no longer need astronomers sweep the star-studded expanse in search of the strange visitor; no longer need romancers tell of aeroplanes and condensing engines of wonderful motive power. The mystery has been solved, and for a time, at least, people will cease to wonder.

The man who offers the solution to this problem that has been the cause of worry and work on the part of many of the inhabitants of this and other states is Joseph Joslin. Mr. Joslin has for the past two weeks been a passenger on board the aerial wonder, and, despite his disinclination at first to talk on the subject, he told a "Globe-Democrat" representative last night, after a great deal of persuasion, about his strange experience. Owing to Mr. Joslin's nervousness, due to his extended flight above the earth, he is unable to talk as well as he can when in his normal condition, but what he does say throws new light on aerial navigation and discloses to the public the eighth wonder of the world.

It was on Sunday, April 4, that Mr. 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 Skinker 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. In a few minutes the sensation ceased and the prostrate man arose. 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 ~~xxxxx~~ black nostrils of the creature huge horns sprang up.

But most wonderful of all, Mr. Joslin says, were the creatures ~~xxxxx~~ which were running about on top of this monstrosity. They were two-legged but shorter than the average man, while their skin was 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 espied Mr. Joslin at once. One of them, leaping ~~xxxxx~~ 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 diagnosed as alcoholism.

1897 April 13 (Tue) Aberdeen, S.D., Daily News, p. 4.

Saw That Airship.

CUMBERLAND, Wis., April 13.--The attention of people on the streets of this city was called to a large red light in the sky at 9:30 last night. It was seen in the southwest and traveled swiftly to the northeast with a dipping motion.

City in Brief: The News and the north side citizen, feel "vindicated" in the matter of the airship story published last evening. A Minneapolis man claims to have seen the ship, crew and all.

Columbus, Daily Herald, Tues. April 13, p. 2. *See also, Apr. 13, 14 - Omaha exp.*
The noted airship has now appeared at Elkhart, Ind., after having made its appearance in numerous cities in the West. The Herald is ashamed of the local manufacturers of news for ~~xxxxxx~~ metropolitan papers that their versatility has not suggested to them the propriety of having this mighty visitor to appear above any other Indiana city. 15, 4. Ira Smith packed his "Saratoga" Monday and took the first train ~~xxxxxx~~ north. Some think he has gone to the gas belt; others to Chicago. We think he is negotiating for the celestial flying machine, which is being seen in the northern heavens nightly.

1897 April 14 (Wed) Aberdeen Daily News, p. 3.

AIR SHIP AGAIN. / Hundreds or More Citizens Declare They Saw it Last Night--Possibly a Star.

Hundreds of Aberdeen people declare they saw the mysterious light last night that is believed by many to emanate from the mysterious air ship which is supposed to be cavorting around the heavens these fine spring nights. The light was first observed about 9 o'clock, traveling in a northwesterly direction, as before, and was watched closely until it disappeared below the horizon. It showed alternately green, red and yellow, and increased and decreased in intensity. Residents of many parts of the city observed the phenomenon, and believe it constitutes all there is of the celebrated air ship story that of late has agitated ~~xxxxxxxx~~ so many minds throughout the country. No one was found who had the hardihood to claim he saw any part of the ship.

There is no doubt these lights have been seen in different parts as reported, but people are free to accept any theory they please with reference to their origin. The air ship story is certainly far-fetched for this latter end of the nineteenth century, and in the absence of something better the ideas of Prof. Hough, astronomer at Evanston university, are advanced. He places no reliance in the air ship theories but expresses the opinion that the strange lights are caused by the effect of the atmosphere on the star Alpha Orionis, which is of the first magnitude and is in the constellation Orion. It rises earlier in the evening, and its course across the heavens is about the same as that of the moon. It is first visible about 7 o'clock at this time of the year. The star is unusually bright in a clear atmosphere and appears to be close to the earth. It gradually disappears during the evening and as it grows dimmer the effect of the atmosphere causes it ~~xxxxxx~~ apparently to change color.

This theory may not be the correct one, but until it is disproven it offers church members and other good people an opportunity to relate their experiences touching the matter without endangering their moral or social standing.

1897 April 15 (Th) Aberdeen (S.D.) Daily News, p. 3.

A BRILLIANT STAR? / Visible in the Northwestern Heavens Accounts for the Air Ship Stories.

Last night about 9 o'clock, and for some time thereafter, a very brilliant star near the horizon in the northwestern heavens attracted the attention of many citizens and was identified as the light from the mysterious air ship. The star is undoubtedly the one described by the Evanston professor, as recorded last evening. It was intensely bright for a star and its light increased and decreased as clouds, invisible to the naked eye, passed before it. The different shades of color--red and green--were also discerned, just as they can be discerned in any light similar in nature upon which the human eye is fixed intently for any length of time. In all prairie countries the planets seem to set with remarkable rapidity after they gain a point near the horizon, and this fact probably accounts for the apparent movement of the ship in a northwesterly direction. Although the star is a beautiful sight of itself, the tracing of the mysterious light to this source is a rather disappointing solution of what at one time was a promising mystery. April 16, 2. A small boy with a fondness for kites kept the citizens of Minneapolis in a state bordering on frenzy for several nights. They thought the lights were emitted by the "air ship" and a number of venturesome individuals furnished the papers with graphic accounts of an aerial monster that had crossed their vision.

17, 4. ~~xxxx~~ City News in Brief. / O.H. ~~xxxxxx~~ Babcock is in receipt of

a photograph of an alleged airship from a brother-in-law who lives in Hampton, Ia. The photograph, it is claimed, was taken on Main street at 2:30 o'clock in the afternoon and shows the air ship apparently suspended directly overhead. Mr. Babcock declares it is a truthful reproduction of an actual scene, but some skeptical people are inclined to doubt.

1897 April 15 (Th) Arkansas Gazette (Little Rock), p. 1.

Airship Passes Over Russellville. / Special to the Gazette.

Russellville, Ark., April 14.--The airship has come and gone, but not too quick for two of our citizens to see it. Monday night while a heavy wind and thunder storm was coming up from the southwest this aerial monster was seen by C.W. Nugent, the marble cutter here, and Mr. Keith, a carpenter, to be going southwest at the apparent rate of 100 miles an hour. Mr. Nugent says he distinctly saw it about one and a half minutes and says beyond doubt it was an airship.

1897 April 15 (Th) Warsaw (Ind.) Daily Times, p. 2.

WHAT WAS IT? / Could It be the Much Talked of Airship or a Paper Balloon?

Just before starting from his residence to the musical entertainment at the opera house last night, the editor came across the following statement of what the supposed airship that has been causing so much newspaper comment throughout the west, may be, in an article containing other suggestions with the same end in view:
Prof. George Hough... (Alpha Orionis).

On reaching the opera house we were among the first of spectators to arrive, and we noticed that two or three young men had a window raised through which they had passed out on the balcony to repair and light a gas lamp that belongs to the opera house. Stepping to the window to see what was going on, we directly saw a very bright star, apparently about five feet above the wall of Phillipson's clothing house, as it appeared measured by the eye. It was unusually bright and this brought to our attention the fact that there was not another star visible in the entire northwest where this particularly bright one was located. As stated, we had not over a half hour before perused the above extract and we at once tried to make a young man standing beside us believe it was the much-talked of air ship. We hoisted at the idea, and we inwardly did the same thing; but on glancing at the star again we discovered that it was rapidly descending and in that brief time it now appeared not more than two feet above Phillipson's store, from our standpoint, which was identical with that when it appeared five feet above. Besides, we thought we discovered peculiar scintillations and occasionally there appeared to be a reddish cast to its brightness. Now, we know no more than any one else what it may have been, but we are stating only facts as they came under our observation as well as that or more than a dozen others, before the star, airship, balloon or whatever it was, disappeared in the northwest. That whatever it was moved rapidly was plain to every one of the spectators, and in less than half an hour from the moment that we first observed it, the light had passed out of sight in the far-away northwest. Even with the theory advanced by Prof. Hough, of the Dearborn Observatory, the star would have to move much more rapidly than any ever before mentioned to cover the space this one did in the short length of time it was in sight. We make the above statement of positive facts just as they occurred at about 8 o'clock on Wednesday night leaving the reader to form his own conjectures.

1897 April 17 (Sat morn) St. Louis Globe-Democrat, p. 6.

AIR-SHIP SKIRTS THE STATE CAPITOL. / Aerial Navigators Observed by Resident of Jefferson City. / Special Dispatch to the Globe-Democrat.

JEFFERSON CITY, MO., April 16.--According to the story of Al Miller, a well-known and reliable citizen of this city, the air-ship that has been attracting so much attention in Kansas and elsewhere passed over Jefferson City at an early hour this morning. Mr. Miller's story is that he had been sitting up with a sick friend in the southern part of the city, and left to go home at 1:30 a.m. It was a beautiful moon-light night, and his attention was a first directed to the aerial vessel by an unusual brilliancy. He looked up into the heavens and was startled by the outlines of a dark moving body, from which sparkled and scintillated the light that had first attracted his attention. It was a searchlight and was flitted from point to point of the city, as if the navigators of the craft were endeavoring to get their bearings. The ship was traveling from the southeast in a northwesterly direction, and was when at first seen by Mr. Miller not over 200 feet from the earth. At one time it stood still, suspended in space, while the occupants seemed to be taking a leisurely survey of the landscape below them. Seemingly they were soon satisfied, for in a few moments the vessel rose gracefully far up in the air and shot to the northwest, going directly over the dome of the state house, and was soon out of sight, although Mr. Miller, who stood and looked after it for ten minutes after it disappeared, says he caught several glimpses of the light far above the Callaway bluffs. So far no one has been found who saw the ship to corroborate the story.

1897 April 17 (Sat) Daily Sun (Vincennes, Ind.), p. 8.

THE AIR SHIP / Sails The Azure Depths Like A Tongue Of Light. / IT FLOATS THROUGH SPACE / Leaving Multitudes of Wondering People On the Earth Beneath--Supposed To Contain Five Passengers And To Be Enroute To Jacksonville Fla. /

Besides having all the planets visible on the glory of the "Light of Fancy, the Easter moon, there was still another stellar attraction, as novel as it was interesting. The much talked of air ship. Some incredulous people are inclined to doubt the presence of this conquerer of space and time and to cause others to disbelieve it also, but if

seeing is believing, and the high reputation of our citizens is to be considered worth mentioning, there surely ought to be a few willing to place their faith in air ships.

The ship appeared as an immense yellow star on the northern horizon and rapidly sailed to the south in an easterly course, and resembled an immense firefly in violent action. It did not appear to vary from given lines in its course either perpendicularly or horizontally, thus showing the complete control had over "The Wings of Time." It is supposed that travel of this kind is the most delightful experience one can have. Of course those given to dizziness and headaches by high altitudes will have to [] to the slow means of earthly transportation, until they get enough ballast in their cranium to enable to resist slipping overboard. While many had informed themselves through the accounts of air ships in the Metropolitan press, there were many who knew nothing of this strange phenomenon and proceeded to give demonstrations in measure to the perturbation of their troubled minds. As the ship with its flashing tongues of flame passed over that aristocratic colored suburb known as "Idaho," there were many of those superstitious people scared nearly out of their lives. The venerable proprietor of an African hostelry of great repute, Mr. Billy Booker, known in his town as the first well digger in the city, was standing in the office door of his hotel when he saw this pillow of fire. He immediately fell on his knees it is said and implored the powers that be, to protect him and his.

Mr. George Brewer thought the whip was the spirit of light and as he wasn't looking for any thing of that nature just then, he sought his inner closet and thought of the sins of the body and the evil days in which men find no pleasure. John Carter the serenader was returning from his nocturnal visitations. Upon the rich [] sweetest melody with all the fragrance of Hibernia's choicest blooms. When he discovered the heavenly glow, his merry making was quickly changed to agonizing signs of grief and fear which overcame him with a sinking fit.

It required 22 pints of alcohol and seven the coaloil he was employed to take to his mother to full restore him to his normal condition.

1897 April 20 (Tues) Rushville (Ind.) (Twice-wkly) Republican, p. 3.

Mysterious Air-Ship.

Charles Worthington and John Rodabaugh, who live in the west part of this city, claim to have seen the air-ship, which is causing so much mystery among the towns in Indiana. The men named above say that they saw the air-ship at Hodge's branch, last Saturday morning, where the men who operate it were taking water. They describe the ship as having large wings which propelled it through the air. There were three men in the ship and when it arose from the earth they shaped their course in a northeasterly direction. Just so!

p. 1. FAKE AIRSHIP. / Several Boys Playing Tricks With a Mammoth Kite at Night.

BOWLING GREEN, O., April 20.--The airship craze has struck this place and any number of citizens can be found who have seen it soaring above the city and who say the lights were plainly discernible.

It is not generally known, however, that several boys have been playing a practical joke upon the unsuspecting public, and have been flying a large kite at night with red lights fastened to the tail. The kite, which is eight feet high, is carefully hid away in the barn day-times, and at night the boys go a short distance out of town and fly the monster. Only three red lights can be seen bobbing up and down in the air nearly up to the clouds.

1897 April 23 (Fri) Cushing (Okla.) Ma Herald (wkly), p. 3.

--Cushing was visited by the mysterious air-ship on last Monday night. It has been reported through many of the Oklahoma papers that such a ship was in existence floating in the mid air in different parts of the territory; but last Monday night she made her appearance here. Some of our most reliable citizens were eye witnesses to the fact. Geo. Heaven says he first discovered it while looking in a northerly direction. It seemed very low with a bright headlight. L.B. Hay says it was about as large as the evening star but grew larger as it neared him. Lee Nutter says it was, when he saw it, ducking down, and came from the east to the west. Louis Jackson's statement is that it was in the south when he saw it and it was rather low down nearly to the ground. All agree that it must be the much talked of air ship; but how it was constructed or what the motive power was, still remains a mystery. We are unable to state what brand these gentlemen use.

/The same strange something pronounced to be an airship which created a great deal of excitement near Wichita, Kans., a few weeks ago and was seen later at Perry, O.T., is now making nocturnal exhibitions near the city of Guthrie.

1897 April 23 (Fri) Weekly Herald (Middlesboro, Ky), p. 1. (C&P D)

THEY SAW IT. / Col Bennet Young and Others Watch the Strange / Flying Machine- Willing to Take a Solemn Oath / That Their Statement is True/ Threw Out too Much Ballast And Cannot Descend. / They Dropped a Letter Down. /

Mr. W.H. Smithers, of Smithersfield, was in the city yesterday, and says the airship passed over that town Friday night. He says there is no doubt about it for he got a letter which was dropped from the aerial monster. Mr. Smithers gave the Dispatch the letter, which explains more about the airship than has ever been given before. The writer says there are only two in the craft, himself and companion and that they cannot come down because they have dropped in too much ballast. From this it is evident that the machine to some extent is propelled by gas. The letter is as follows:

"To whom it may concern: We are in the greatest trouble. We,

myself and companion, are way up in the Air in an airship--perhaps some one has seen it--and cannot come down. The last time we were on the earth was when we lighted at Lake Michigan, about three weeks ago. In our attempt to [rise] we threw out too much ballast, and our ship went up so fast it almost took our breath. We have reached a strata of air which seems to keep the ship from going higher, for it has not ascended for several days. We have tried every way to cause it to descend, but the machinery is on top and we cannot get to it from the basket. "What will ever become of us? Our provisions are giving out and starvation is staring us in the face. If the receiver of this letter will send a balloon after our craft and rescue us we will give him a fortune for we are both rich. The ship was made in an old barn in Southern Illinois, and for fear some one would steal our ideas, we managed to keep it a secret until we started on our aerial voyage. This was about a month ago, and since then we have been on earth only three times, although before we threw out the ballast we could alight as often as we desired. The ship is a success, but unless we are given assistance we are lost." / "Yours in trouble, / "SAMUEL RAGIN." /

Dr. J.W. Blanton and L.J. Arbegust, two of the most reputable residents at Lockland, called at the office of the Louisville Dispatch last evening and said that they both witnessed the strange sight. At first their story was laughed at, and was only regarded as a joke, but both men were so sincere in their expressions and offered to bring forty or fifty of the most truthful men in their districts to testify to the fact. Dr. Blanton and Mr. Arbegust were just coming out of the hall at Pleasure Ridge Park about 8 o'clock, where they had been holding a meeting of the free turnpike company, which Col. Bennett Young, the prominent attorney from this city, had presided over.

"We were just walking toward the front gate," said Dr. Blanton, "when we were suddenly startled by hearing a sharp whirring sound, which attracted our attention toward the heavens. We all looked up simultaneously and saw shooting at a frightful rate of speed the bright glare of a lighted lamp. Everybody was at first frightened at the queer sight and we thought it was a comet, until we met Mr. Smithers, who showed us the letter which he had found. Then we concluded it was beyond a doubt the mysterious air ship.

"We watched the light for several man seconds, and finally saw it disappear over the Indian hills. The wind was blowing at a stiff gale against the ship, but from the way she was spinning there must have been considerable force to carry it along."

The two men said they would be willing to take a solemn oath in substantiation of their story and said that Col Young would also say the same thing.--Louisville Dispatch.

1897 April 23 (Fri) Peru (Ind.) Republican, p. 6.

Roann.

Like all other places under the sun, Roann has seen the mysterious airship, but no one has been near enough to the fake to give a very vivid description of it. Some of our folks think and say it may be the car upon which Billy Bryan made his flying trip last year.

Shoals Referendum, Th. April 22, back p. of suppl.

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

Argo, - Leader, 3-20-97, 5P.
April 27, p. 6--Revealing Old Yarns.

Springfield Republican: It has perhaps not been noted how curiously the recent epidemic of airship yarns resembles the first chapter of a Jules Verne romance. He is fond of starting off with a group of extracts from newspapers giving accounts of a machine which the rest of the world discredits. The degree of credence given to these tales of the airship shows how curiously public opinion has gone from the extreme of skepticism to the extreme of credulity in regard to aerial navigation. It also illustrates forcibly the extreme difficulty of proving any event that is out of the ordinary to people at a distance. The multiplication of newspapers darkens the truth.

1897 April 29 (Th) Carlisle, Ky., Mercury, p. 3.

Several of our citizens worked themselves up to the point to think they had found the airship Saturday night. Several colored people in this locality seem to express considerable uneasiness at its appearance and claim to often hear strange noises in the clouds.

1897 May 1 (Sat) Tri-Weekly Journal (Logan, Utah), p. 2.

A Mysterious Airship.

It appears that a large number of people in Ogden saw what they call an airship, Sunday night, none of which was made yesterday. Among those who saw it were several ladies on Adams avenue. A number of gentlemen at the Union depot and others in different parts of the city, [sic]. A number of ladies who saw the object about 11 o'clock at night, observed it with strong glasses. One of these ladies described the object as being long and cigar-shaped, and of large size. In the center seemed to be a cabin, in which were plainly discernible different colored lights. The large object floated over the city for two hours, at times resting quietly, then again moving slowly and then quickly, diving down nearer to the city, and again going upward. Finally the object mounted higher, and turning what seemed to be its prow westward, sailed away over the Promontory. Those to whom these people have told the story have laughed and doubted, but the ladies are especially firm in their statements that there was an airship over Ogden that night that was visible for about two hours.--Ogden Cor. Tribune.

SWORE THEY SAW IT. / Airship Seen by Two Officials of the County of Garland. / Special to The Gazette.

Hot Springs, May 8.--The mysterious airship which has been seen at so many different points throughout the country in the past month and been the subject of much newspaper criticism, was seen about five miles west of this city last night by Deputy Sheriff McLemore and Constable Sumpter, who were out in search of a fellow constable who had been sent in the country to secure service of [a] witness in court.

In a sworn affidavit published today the above gentlemen state that when first seen by them the vessel was high in the air and descending to the ground. It struck terra firma a short distance ahead of the riders and was brilliantly lighted with electricity. Upon approaching nearer two men and one woman were found beside the vessel filling its tanks with water from a neighboring stream.

It was cigar-shaped and resembled the pictures contained in many of the newspapers. The older of the occupants is described as a tall man with long black beard and courteously invited the officers to take a ride with him. He stated that they were bound for Nashville to attend the exposition. The story of the men was given no credence until after their sworn affidavit appeared today, and as both are men of undoubted integrity, their statement can be fully relied upon as being true.

1897 September 1 (Wed) (Portland) Morning Oregonian, p. 3.

A Colorado Airship.

DENVER, Colo., August 31.--A special to The News from Sterling, Colo., says:

A genuine flying machine was seen at this place a few days ago by C.A. Neustein. Mr. Neustein noticed a large black object in the south-eastern part of the heavens, traveling rapidly toward the northeast. He watched it pass clear across the heavens, moving quite rapidly in a straight line. He watched it until it passed out of sight, and is convinced that it was a bona-fide flying-machine.

1905. Cambrian Natural Observer (Journal of the Astronomical Society of Wales), pp. 31-34. (ed. 1)

MYSTERIOUS LIGHTS. /

Most people are aware that many strange lights were reported in Wales during 1905. Some of these were subjective and accompanied the intense mental and moral excitement induced by the Revival. Lights of this character are of course wholly outside the province of a publication dealing with purely natural phenomena, and are best left in the judicious hands of the Psychical Research Society. Other lights were, however, reported, e.g., one on the evening of March 29, which was seen by several persons at Llanishan was in the south-east and took the appearance of a luminous beam. The observers were certain it was neither works glare nor searchlight. The matter being mentioned in the Western Mail, several letters were forthcoming.

Mr. T. Skeats, of Whitchurch, says he watched the band of light for some time and was much struck by it.

Mr. J. Ansaldo, Tynmawr Road, Llandaff, writes that on the evening in question about 10 o'clock he saw in the south-east what at first looked like a long cluster of stars obscured by a thin film or mist. It gradually grew brighter and brighter until it looked like an incandescent light, and lasted for about 25 or 30 minutes. Mr. Ansaldo saw several people watching it.

Mr. J. Havard, Peterston-super-Ely, says he and several others saw the light, which looked like an iron bar heated to an orange-red colour, suspended vertically. The time was 10.30, and the direction one point northerly of east.

These accounts are explicit; but others less so, or referring to other lights or on other dates, are to hand from Mrs. James Thomas, Haverfordwest; Mr. Jesse Williams, the well-known Cardiff chemist; Mr. Wm. H. Yeo, Talbot Street, Cardiff; Mr. E. Saltham, St. David's, and Mrs. Beachas, Noel Senny, Breconshire.

We have no explanation to offer of these strange gleams, beams and glows occurring to the south. The above phenomenon was seen about the same time as a certain lights at Cherbourg, which, after a vast deal of twaddle had appeared in the press, turned out to be nothing more than the planet Venus!! Undoubtedly there are outbursts of light at times which are puzzling to account for, and which are not of artificial origin, though great care has to be taken not to mistake searchlight or furnace glare or the like for natural phenomena.

Here is another mysterious phenomenon, reported in the S.W. Daily News of Sept. 4th:--Shortly after four o'clock on Saturday afternoon a crowd of persons noticed a remarkable object approaching in the heavens from the direction of Merionethshire and crossing the town of Llangollen. The unknown and puzzling object glided majestically over the Vale of Llangollen, and was evidently about two miles from the earth's surface. When over the district of the School House at Wroncysyllte powerful field glasses were directed at the object, which travelled at a speed of approximately 20 miles an hour and was intensely black. It possessed short wings and evidently gained impetus to its progress through the air by casually inclining sideways. The curiosity possessed four legs apparently, and disappeared over Wynnstay Park towards Overton and making for Cheshire. The strange object was at least 10ft. in width, glided along with a strong wind. It resembled a huge pig with webbed feet, averred several witnesses. Much

speculation is rife as to what the mysterious object was [We have not heard it claimed as an outcome of the Revival. Ed. (M.C.N.O.) p. 30. RED FALL.

Mr. J.F. Young, Llanelly, states that on Sept. 7th, clothes hanging out in the open became covered with purple spots red spots as from red rain. The weather was open and free from anything local which could cause it.

1908 January 24 (Fr.) White River Journal (Kent, Wash.), p. 4.

What Was It?

Were Kent people treated to the sight of an air ship last night? Was somebody going up in a balloon? Or were the inhabitants of Mars taking soundings of the earth? About 7:30 a bright light was seen high in the air over toward the Western hills and many people gazed in wonder. None could tell what it was. It sailed about for a half an hour apparently in a current of air. What was it [?] 1908 September 1 (Tue) Rutland, Vt., Daily Herald, p. 1.

Believe They Saw Comet. / Object Beheld at Montpelier Causes Some Excitement.

Montpelier, August 31.--(Special.)--The people of this city were much exercised last night and today over stories of a comet which it is claimed, was seen by several townspeople. It appeared to take a southeasterly course through the sky and looked to several who were on the streets as if it would drop in the city, but from latest reports there has been nothing learned to this effect. D.T. Donnelly, Ernest Fisher and many others who were on the street at 11 o'clock saw the object. Some claim it was accompanied by a boom resulting from an explosion, while others say it was more like the quivering of the earth. Sept. 2, 7. meteor seen, exploded over Montpelier about midnight Sun. 1910 September 1 (Th) New York Tribune, p. 1. (card 1)

NIGHT AEROPLANE AGAIN CIRCLES MADISON TOWER / Many Say It Was There All Right, but Few Agree on the Details. / WHO WAS IT? THE QUERY / Process of Elimination Fails to Solve the Problem, and Even the Press Agents Are Silent.

That protean and perhaps perennial ship of air that circled the Madison Square tower on Tuesday night did the same thing again at 9 o'clock last night, and after getting several hundred spectators in a state of mind where they did not know or care whether it was 9 or 90 o'clock, the fleeting shadow faded in the direction of the Northern Lights.

Whatever it was it seemed to be stricken with Wright's disease, and rendered buoyant thereby.

It flew toward Madison Square tower as some woman aviator might wish to do with a load of hatbands filled with pearls not intended for the bright eyes of Collector Loeb and his troublesome crew.

Who can he be?

The name, please, of this fly-by-night.

Paulhan has declared it would be a dark and dismal hour when he again visited the United States in his dear, most beautiful aeroplane. When he left town he did not inform the Messrs. Wright, for whom he had a severe distaste, oh, very!

Has Paulhan, then, chosen an hour to come back when night birds plot revenge? There is not much doubt that with proper training Paulhan could come back.

There are only a few aviators who have been interviewed by the newspaper reporters who would care to hazard a night flight above so pointed an underground as that presented by the region surrounding Madison Square.

Suspicious as to Post.

Augustus Post fell four thousand feet with a balloon and another man at Berlin last year. But that was done in the daytime.

Those who have seen Mr. Post progress in his attempts to be a professional aviator at Sheepshead Bay are confident he possesses reserve aerial possibilities of an extreme nature.

He made his very first amateur flight at a professional exhibition and deliberately chose the hour of dusk in which to perform. He flew over the same fence several times while trying to stop his machine almost anywhere except on top of the fence itself, and this happened by electric light.

Mr. Post was the coolest man at Sheepshead, and when some newspapers described his trip as including six back somersaults the next day, said he did not think his work had been exaggerated.

One Tillinghast, of Massachusetts, obtained several pages of space about a year ago for alleged flying by night at Worcester.

His friends say--Tillinghast improves on the Wrights and refuses to talk about his alleged machine and at any time--his airship carries red and green lights, one of each.

Differ As to the Lights.

Persons who saw the flying mystery last night differ as to the number of lights it carried. Some say it carried two red lights, others lean to the three green theory. So it is not possible to identify the visitor as Mr. Tillinghast until he himself speaks and informs the public whether he carries any lights at all.

The Garden City men denied that they had sent forth one of their number on any so romantic a journey. They said they would let the newspapers know in advance of any such attempts to be made by them.

Hamilton is racing by train toward a \$15,000 contract at Sacramento, Cal. Curtiss reported from Lake Erie that he had gone early and happy to bed. Johnstone and Hoxsey are too far apart for their jealousy engendered at Asbury Park to lead either to make such remarkable demonstrations of superiority.

Brookings is too close to Wilbur and Orville to sadden them by an undertaking so purely fantastic and of such slight scientific value.

Mars has just been licensed as an aviator by the Aero Club of America, of which Cortlandt Field Bishop is president.

This may have turned his head. He seemed much moved at the time. If he comes again to-night the aviator may drop his name to earth in an otherwise empty bottle.

1910 September 22 (Th) New York Tribune, p. 1.

ALL DOWNTOWN LOOKING UP / Fleet of Toy Balloons Cause Crowds of Up-turned Faces.

All the downtown streets of Manhattan for a couple of hours yesterday afternoon were filled with persons eagerly watching the gyrations of a fleet of balloons that were floating over the skyscrapers from the Jersey side. The windows of the tall buildings were filled with men and women and busy corners were congested with crowds.

Many opinions were voiced concerning the mysterious visitors. Some persons said they must be at least five thousand feet up, and a few thought they could discern two or three passengers in each. Others said they were just toy balloons used as advertisements. These latter proved to be right as to size, but if the balloons were used for advertising purposes there was nothing in their appearance to show it.

The last of the balloons passed over the lower city about 5 o'clock, floating in the direction of Long Island. While the spectacle lasted the police had their hands full keeping the streets and sidewalks clear.

1914 August 28 (Fri) Cape Argus, p. 5.

MYSTERIOUS AEROPLANE / Seen in Natal. / (From Our Own Correspondent.) / Durban, Friday.

Reports of aeroplane appearances are coming in from many parts of Natal. A farmer in the Krantzkop district states that on Saturday last, at about 1 a.m., he was awakened by what he thought was a motor-car coming down the hill near his house. On going outside he heard the whirring of a machine going away in the distance, and he has no doubt in his own mind that it was an aeroplane proceeding without lights.

Several folk in Dundee are positive that they saw mysterious lights in the sky here on Monday evening.

A farmer near the town states that he saw something of the kind, and the people at Dunnhauser, in the centre of the colliery district, say lights were seen in the sky on Monday evening and Tuesday evening by quite a large number. No green and red lights, as reported from Braamfontein, were noted.

A resident of Tongvat, a township on the north coast among the sugar plantations, writes stating that an aeroplane passed over his house in the direction of the beach at 8.55 a.m. on Wednesday. This was the second time that one had been seen in the district.

Opinion appears to be growing that there is something in these accounts, and that the aeroplanes concerned are Union machines practising in order get familiar with their bearings.

1914 August 20 (Fri) Natal Advertiser, last p.

ALLEGED NATIVE RESTLESSNESS / What the Officials Have Done.

We are glad to learn from an authoritative source, with regard to the statements appearing in this paper yesterday, that more than a week ago the magistrate at Pinetown, who is a fluent native linguist, was sent round the Umhazi locations, and got into personal touch with the chiefs and headmen of every tribe, and that he explained the position to them.

The natives in town have also had the position explained by competent interpreters.

We are glad to be in a position to state that these definite and necessary steps have been taken by the local officials to allay the not unnatural alarm of natives, who, of course, are easily led to believe the rumours which they hear from white men. There is every reason to believe that much mischief has been done by employers who talk foolishly to their native servants, and repeat silly rumours, and it was mainly with the object of drawing attention to this that we referred to the matter.

We have caused inquiries to be made in such quarters as are likely to furnish facts, rather than rumours, and as a result we can fully confirm the statements made in this paper yesterday.

We are informed that the authorities took fresh steps to warn the natives this morning against the folly of being scared away by fake reports. It is nevertheless acknowledged that our article was timely and that it is eminently desirable that a general endeavour be made to quieten the needless uneasiness of the natives. Officials closely in touch with the natives states that the railway authorities are experiencing difficulty in coping with the traffic, so many natives demanding train accommodation, and it is expected that the end of the month will see a larger exodus.

A well-known compound manager at the Point has been advised by his Indians to place extra guards on the compounds in order to prevent the growing cases of desertion. One of the whaling companies at the Bluff is reported to have lost as many as sixty boys recently.

There cannot be any doubt that the natives are exhibiting signs of restlessness and leaving for their homes, but it must be clearly understood that there is a vast difference between "restlessness" and "native unrest," as it is commonly understood. The present attitude of the native is simply a scared feeling and a desire to get to his home in case of coming danger. We have not suggested that the officials charged with the duty of warning the chiefs have failed in that respect, but the fact remains that the natives are to a large extent unconvinced. Perhaps the wisest course would be for the European population to refrain from repeating the senseless rumours which are flying about.

1936 March 22 (Sun) Svenska Dagbladet, p. 3.

Meteor strikes an airplane. / Passengers believe it was a runaway ball MIAMI, 21 March (TT) During a flight in North Carolina a large airplane was struck by a meteor. It cut through the body of the plane and damaged the radio antenna.

The eight passengers on board remained uninjured. They believed at first that the machine was struck by a runaway ball.

1945 June 1 (Fri morn.) Asheville Citizen, p. 10.

STRANGE OBJECT IS REPORTED IN WEST ASHEVILLE

The police department and The Citizen office received several calls last night from residents of West Asheville to the effect that some sort of rocket or meteor was flashing through the sky in several different places in that section of town.

W.L. Hanbright, of 145 Clinton street, said he was in his back yard between 7:30 and 8 o'clock when a stream of fire appearing to be about six feet in length and six inches in diameter suddenly flashed up the street toward Haywood road and finally went out of sight. He said there were sparks flying from the back of whatever it was.

Mrs. Coasi Peterson, of 47 Virginia avenue, said she was on her front porch about 7 o'clock and saw about the same thing traveling toward Asheville, or in an easterly direction.

Another person saw what was described as a ball of fire going through the air near the Middlemount Gardens greenhouse in the Balvern Hills section at the same time. The person said the ball of fire disappeared from sight suddenly.

1946 July 10 (Wed) Morgon-Tidningen, p. 1.

Rocket projectiles have taken over the ghost flier's role. / Vaxholm and Sundsvall saw mysterious space rockets.

Just after 14.30 o'clock on Tuesday afternoon a couple of Vaxholm residents from the north side of Vaxon sighted a mysterious object, which with unheard-of speed came from up in empty space and after at most a couple of seconds disappeared behind the island in a southeasterly direction. The object, which appeared glowing white in color and in shape was oblong with a blunt nose, had after it a blue-white tail.

The same phenomenon was witnessed as well from Järna station by a Björknäs resident, who described the object as in shape like the glass flask in a thermo. The color was said to be silver white and the object was seen descending from an altitude high in an easterly direction.

A radio-guided projectile was observed, according to a Sundsvall newspaper, on Tuesday over many places in Medelpad. The projectile, which went at a low height, passed Sundsvall shortly before 14.35 o'clock in a northeasterly direction toward the sea. It was described as a comet with a blue-white (sweeping) trail after it.

On MT's inquiry the defense staff stated that no Swedish investigation which might be able to clear up the observed phenomenon has been undertaken. The phenomenon is not unique. From many places lately reports have been made of similar "ghost fliers," but from where the observed projectiles—whose direction changes in every quarter—originate from, there is no knowledge.

1946 July 11 (Th) Morgon-Tidningen, p. 1.

Enigmatical paper find from "ghost bomb." [?] / Dalarna-Varmland also has had visits.

One of the mysterious "ghost bombs" which on Tuesday was reported from various places in eastern Sweden, fell in Njurunda outside 215 meters from the fall site, gathered up fragmentary remains. These were investigated on Wednesday by Dr. Birger Bäcklund of the Cellulose Company's research institute. He then made the surprising discovery that among these "fragments" was a mystery; millimeter-thin pieces of paper with "checkerboard-like" black and white squares. The bit of the Njurunda find which Dr. Bäcklund examined, looked most nearly like the carbide [?] which is used for air operations. The find of paper, which by all judgments is not useful for high temperatures, speaks against the meteor theory.

On Wednesday the defense staff sent out a summarizing communique wherein the places of "ghost bomb" observations are given closely (close attention?). The public is exhorted to report all mysterious sound- and light phenomena, which can have a connection with the "bombs" sighted on Tuesday, to the nearest troop unit. At the defense staff's research institute the Njurunda find will be more closely examined on Thursday. //

Also from a string of places in Dalarna stream in reports about fireball phenomena.

1946 July 11 (Th) Morgon-Tidningen, p. 7.

(Mystery around air accident:) / Unknown plane in the sea off Skagens light [house]. / KÖPENHAGEN, Wednesday (AP).

The Marine Ministry's secret intelligence service stated on Wednesday evening that an English warship reported an airplane accident about 7-8 nautical miles northeast of Skagens light.

An air watch ship and rescue boat from Skagen went out immediately to seek the wrecked plane. Also the regular plane on the Copenhagen-Oslo line was directed to the accident site.

The harbor watch in Skagen reported that no wreckage or parts of an airplane (washed ashore), and neither from Skagens light was any trace received of the crashed machine. / OSLO, Wednesday (AP).

The guard on duty at Fornabu reported that the fallen plane at Skagen probably was Swedish. Bernt Balchen reported, on AP's inquiry, that none of the Norwegian Luftfartsselskaps planes crashed.

Norwegian planes have been sent to the crash site.

Proper authorities in Copenhagen state that on Wednesday evening that the air accident out from Skagen "continues to be surrounded by deepest mystery."

All ~~experts~~ whips which took part in the search have returned without having found any trace of the fallen plane.

The Swedish air force's security service reports on inquiry that no Swedish military plane crashed. It is true a Swedish plane was out on a trip to England but it came back safe and sound. Neither did ABA lose any machine, therefore it makes it believed that the crashed plane was not Swedish.

Not the RAF, Norwegian Luftfartsselskap nor Danish Luftfartsselskapa lost any planes.

p. 1. (Summary of above article.)
1946 July 11 (Th) Morgon-Tidningen, last p. (card 1)

Mysterious square [covered] paper from the Njurunda bomb. / Stockholm experts investigate / Many reports stream in.

Remains of possibly a rocket- or jet-propelled object, which fell on Tuesday afternoon at Björkån in Njurunda have been sent to Stockholm. The defense staff's air defense division, for investigation, stated the press officer at the Sundavall air [base], Capt. R. Westlin, in an interview for MT.

--An eyewitness, who was located closest--70 to 80 meters from the spot--said an explosion took place in the fall against the ground, while another eyewitness continues to maintain that the projectile exploded a bit above the ground. The explosion created a hole about a decimeter deep and about a meter wide. The projectile clearly produced a strong heat, and remains of the same were very hot [when first] found. The slag [left by] the projectile was black and burnt.

--The ground was examined a long way around and the [well-cared-for] remains now find themselves on the way to Stockholm, where they shall be examined carefully.

The pieces gathered up in a bag.

The finder of the remains of the projectile was airline pilot T. Lindén. He lay and basked at Björkån when a blinding green shine lighted up the sky. Mr. Lindén saw a 40 to 50 meter long tail after the nucleus itself, which he took to be a meteorite. With a faint thud it fell down 45 meters from the bathers and made a small crater in the sand. Bits of the projectile were strewn around and were found a total of many meters distant. Mr. Lindén gathered up as much as he could find in a $\frac{1}{2}$ [3-kg.] bag. The bits seem like porous slag and are extremely light.

The thing went in a northeasterly direction and just before its fall had a 40-degree angle with the ground.

"Public [treasure]-hunt" in Njurunda.

Wednesday on the beach in Njurunda people began picking up many coke-like, porous objects which had the same appearance as those which pilot Lindén [already] had taken on Tuesday. Since some real pieces of coke were found [inland] as well and other wreckage here, it cannot be certain that everything taken was from the projectile.

One piece of the find was taken to the Kubikenborg cellulose laboratory, where Dr. Birger Backlund out of interest for the matter made a quick analysis of a fragment, and among other things declared the presence of metal.

A rather notable find on the beach was made by a journalist on Wednesday afternoon when he found a rust-colored, porous little thing, which bore a very plain mark [which was] situated next to some cylinder-like object.

While the rust colored bit's surface was uneven and porous like all other samples of the find, this bit had in its center a semicircular-shaped hole, and it appeared as if this bit was pressed under strong heat against a round, tube-shaped object and pressed against it until it broke through the surface there. [?]

"Checkerboard-squared paper"

The little bit of the find in Njurunda, which Dr. Backlund of the Cellulosenbolagets research division examined, was found to be at least in part organic material. It looked most nearly like carbon (carbide) which was exposed to weathering. It was somewhat more gray in color than other pieces of the find.

When Dr. Backlund picked at the object a little piece of paper of about a quarter-millimeter size came off and under a magnifying glass it appeared that the paper was checkered almost like a checkerboard with white squares with black bottoms. The squares were microscopic but very regular and it was all like a kind of screen which is used in electrotyping. Here it must be a question of an object which was not exposed to any exceptionally high temperature.

If the part of the find which now came under Dr. Backlund's eyes really issued from the projectile, which airline pilot Lindén saw fall down in Njurunda, then it cannot be regarded as a meteorite. A more comprehensive investigation of all that was found will make it possible to give other ideas for solving the puzzle. //

"Crash" in Lake Barken in Dalarna. / BORLANGE, Wednesday (TT).

From a series of places in Dalarna stream in reports about the fireball phenomenon and at many places it is believed the crash of a projectile was witnessed. All the sightings were made at the same time--14.35 o'clock on Tuesday-- No trace of the crash has been found..

In Romnehed, Borlange and Falun was sighted a luminous object with a long smoking tail. In Soderbarke a woman saw how a drop-shaped object came out of the northeast and fell down in Lake Barken. The drop was blue-green in color and had a tail of the same color. Another crash was sighted in Hockfjärd where a smell of burning was noted a long time after the crash.

Were projectiles sighted in Stockholm and Ockelbo too?

A person, who on Tuesday afternoon promenade on the lake (seaf) road along Arstaviken's southern shore, said he saw a projectile high in space toward the north. He thought it looked like a rocket and wondered what was the reason for sending up such a thing in the bright afternoon.

In Ockelbo too a similar phenomenon was seen. Mr. Efraim Jonsson of Gungården, who was one of those who made the sighting, states that exactly at 14.35 he caught sight of a strange cigar-like or rather sugar-loaf-like object over the weeds to the east. The object shone like silver and appeared like some glistening mass. It tumbled right down against the ground and was gone in a few moments.

1946 July 12 (Fri) Morgon-Tidningen, pp. 1, 9. (card 1)

Full "ghost flier" epidemic, but the crash is denied (refuted).

The crash site of the "ghost flier" in Njurunda was examined on Thursday by the corps chief of Lv 5, Lt. Col. Rudberg, ordnance officer Capt. C. Ljungdahl and Capt. R. Westlin. All three quickly came to the conclusion that a projectile never fell onto the bathing beach. The object which airline pilot Lindén and others picked up [in fact] must be old wreckage which was lying there earlier.

On the other hand there is nothing which speaks for some comet-like object having passed at a very great height. The men studied the terrain and heard many persons who were staying on the beach. A couple of girls, who lay around 20 meters from the presumed crash site, had not even noticed anything. --An investigation of the safeguarded objects must now be awaited before the theory of a crash can be excluded entirely. From the investigation it ought to be [possible] to establish if only wreckage is involved.

As early as Monday Mr. J.B. Strand, Norrköping, said he saw a ball shaped object which moved eastward with great speed. The object [was satisfactorily] estimated at a half meter in diameter. The color was gray. No noise or other sound was heard.

Another Norrköping resident witnessed, on Tuesday at 14.30 in Sattlerbo, Borrum, a shining white object with a smoke tail behind. The object fell at the edge of a woods, north of the place where he was located.

In Finsåp on Tuesday afternoon a farmer and a control assistant likewise sighted a shining white luminous phenomenon with a long trail, which disappeared with enormous speed in a north-northeasterly direction. Just before it went down on the horizon it seemed to go out entirely.

Crash in the Gavle area. / GAVLE, Thursday (MT).

A crash of a space projectile probably occurred in the Gavle area on Tuesday. A lady residing in Sikvik, Mr. Maria Nordlund, told that at half [past 3] o'clock on Tuesday afternoon, when she was cycling on the country road from Gavle to Bomhus, she saw a ball-shaped lighted object, a fireball, which was accompanied by a long, blue-green tail. The projectile went in a northerly direction at treetop height. //

Strange "airplane" over Varmland. / SKOGHALL, Thursday (MT).

Five persons at Vidon in Skoghall on Wednesday evening made a sighting of a strange thing in the air. The object looked [to be] at a distance of between 500 and 1000 meters and was like an airplane in miniature. Among other things, the wings of the "plane" were ~~visible~~ fully visible despite some haze in the air.

Most notable, however, was the plane's path. It came from the north northeast and went in a direction south-southwest, and went in such a way that it stopped up in the air and went around two or three times in a spiral--it circled forward accordingly in some manner.[?] Then it went and a distance again and stood still again and made the same circular movement, always to the left. So this "plane" continued at the same intervals. One got the idea that it was radio-controlled in some manner. It did not [go] fast--it remained in sight almost a quarter of an hour.

1946 July 13 (Sat) Morgon-Tidningen, last p.

(Many messages about "ghost bombs"): / "Projectile with a line behind it" / "Fireball the size of a head"

From all parts of the country reports still stream in about "ghost bombs" observed. In the Lidköping area the phenomenon is described as a projectile with a line after it, while at Thursday noon witnesses in Ljusdal told of a "fireball the size of a head." At almost the same time other persons saw a fireball fall down into a lake in the Ramsjö area.

Rumbling projectile with a line and ball behind it./MARIESTAD, Friday (TT).

A Lyrestad resident who was located on the road in Otterslätten, near Fagerlid, at 14.30 o'clock on Tuesday discovered a flying object which had a silvery-lighted tail behind it and which passed over Otterslätten at only 100 m. altitude. The direction was southeasterly and the object appeared to go at about a 35-degree angle. It is therefore believed that it fell somewhere in the territory between Otterslätten and a line [between] Nova-Algarås. Farmer Einar Andersson, Otterslätten, has reported that between 7.30 and 8 o'clock on Thursday morning he sighted a glittering object in the air around a meter long and with a tail of smoke behind it. At the time the airplane flew over the place as well. The luminous phenomenon at first seemed to be following the plane but then separated from it in a northeasterly direction. //

Fri. July 12, p. 8. Up in the heavens.

One by one technicians and poets have been out and looking at the ghost flier merry-go-round up in the heavens and give here an up-and-down account of their sensational observations.

Space is full of rushing, mysterious [craft] roaring / Sweep swishing wildly / forward over Swedish houses. Trembling people start/ under what impends;/ A seventh-hellish[thing] / was seen in the sky yesterday. 'Time is out of joint to be sure, / the earth is lighted in the course/

of the night, a over the heaven's span/ swarming particles seen.
Our wonder was boundless, / no one knew where it was going;/
Now up in the sky / [the trumpeter is seen calling us to arms.]
In Ma Njurunda fell down / paper and other things; / people look to the
sky, / perhaps more will come.
... - The frightened ones, in the summer night, / listen to the ghost's
laugh / while it plays tag / with the atom bomb brat in heaven.
1946 July 14 (Sun) Morgon-Tidningen, p. 3.

(Still a mystery surrounding the crashed plane): / The ghost bomb has
a connection with the mysterious air accident / Köpenham, Saturday
(AP).

While Sweden is mystified by the enigmatical fireballs, in Denmark
men are working feverishly to clear up the mysterious air accident at
Skagens light ship.

It is perhaps not completely unlikely that there can pertain a
certain relationship between the mysterious ghost fireballs in Sweden
and the unknown airplane which fell into the sea off Denmark's coast,
writes the Social-Demokraten today. In any case it seems very peculiar
that no one has reported losing a plane.

The Danish navy sent out yesterday a report than investigations
about the vanished machine are now called off, since it seems to be
fruitless. The accident, however, was witnessed both from the Skagens
lightship and from another ship, so all doubt about the statement's
correctness is excluded.

Blue smoke behind the projectile which fell into a Norwegian
pond.

At the community of Berg in Annebu on Thursday occurred an event
which is connected with the notable comets in Sweden, writes the
Tonsborg Blad.

Work in the community was in full swing when suddenly a loud
crash was heard. It was at 14.30 o'clock. A very powerful surge occurred
in the pond by the community, almost as if a body had been
thrown into it. Above it all lay a blue smoke, which drew attention
to the pond. It was first believed that it was a piece of a meteor
which fell into the pond, but the time and the blue-gray smoke gave
the phenomenon a connection with the occurrences in Sweden.

Swedish "ghost ball" had a 3-meter long tail.

Some workers, occupied at a construction [site] at Hagerstensåsen,
saw at 12 o'clock on Saturday a "mysterious" ball come travelling at
treetop level over the ridge from Malarhåjden in a northerly direction.
It was round and about as large as a man's head and had a two or three
meter tail. It gave out a bright blue-green shine, but no sound was
heard.

--A gang of line (road) workers a half-mile from Naavikens station
witnessed at 10.30 on Saturday a flying object at 150 meters height,
which went forward with a sound like is heard when an outboard motor
is run at a high rate. The object might have been a couple of meters
[in size] and had back-bent wings. It went in a northerly direction.
[July 16, p. 3. Mystr. forest fires in 2 places (not connected w gr's)]
1946 July 15 (Mon) Morgon-Tidningen, p. last p.

Mysterious plane at Skagens light[house] was a bomber. / KOPENHAM
Sunday (AP)

The newspaper "Socialdemokraten" reported today that a man in
waters out from Skagens light found parts of a life jacket which was
supposed to have originated from the mysterious air airplane, which
the other day fell northeast of Skagens light and whose identity has
still not been established. According to the newspaper the light-
keeper, P. Jensen, of the Skagens signal station, sk has said that the
airplane came flying in a strange [way] from the sea and suddenly fell
vertically down into the sea. It is not thought probable that the
machine can have become righted again, since then nothing was heard
of it. Before the machine disappeared the man was able to establish
that it was a bomber with double rudder.

1946 July 16 (Tue) Morgon-Tidningen, p. 1.

Ghost bomb? Explosion at Uppsala / UPPSALA, Monday (TT).

An explosion, which was thought to be a bomb- or shell fall, has
been reported from Björklinge, two miles north of Uppsala, according to
what farmer Carl Nilsson from Nynäs farm at Langsjön in Björklinge re-
ports.

When Hr. Nilsson and some other persons at 21.30 o'clock on Satur-
day were located in the woods in the vicinity of the farm, they heard
in the air a faint humming sound of a projectile which went toward the
northwest. It had a high speed and around 400 meters from the place
where it was first observed it exploded. The explosion sounded like
three rapidly following shots and a smoke cover area of 4 to 5 square
meters [resulted]. [?] The occurrence now has been reported to police-
and military authorities, who today set up an investigation.

1946 July 20 (Sat) Morgon-Tidningen, p. 1.

Ghost crash in Kalix lake investigated.

A space projectile's fall in a lake in the vicinity of Nederkalix
at 11.45 o'clock on Friday has been reported by a farm worker, and
other persons as well observed the projectile, which was described to
be 1 1/2-2 meters long and cigar-shaped. The man thought he heard
motor noise and saw wings on the projectile. Since the man heard no
explosion at the crash site and the lake is very shallow it is hoped
that the projectile can be salvaged fairly undamaged. The landfiskal
of the place was out during the afternoon to search for it with the
military personnel. Experts from the defense staff are expected to
depart for Kalix. / Continued on the last page.

1946 July 20 (Sat) Morgon-Tidningen, last p.

The first rocket in Norrbotten / KALIX, Friday (TT).

Concerning the fall of a space projectile in Norrbotten, the TT
has received the following communique from the military authorities:
A crash by a long-range weapon was seen just before 12 o'clock on
Friday morning in southeast Norrbotten. The sighting was made by a
credible person, a farmer. No explosion occurred with the crash, which
took place in a watercourse. A cascade of water a couple of meters
high was thrown up. Through the police authorities has a watch by the
police and home guard been set up. The investigations will be carried
out through the military authorities' provision. Personnel have
travelled from Boden to the site of the find. This is the first time
that such a weapon--clearly of the rocket type--has landed in Norrb-
otten.

1946 July 21 (Sun) Morgon-Tidningen, last p.

Space projectiles also over Norway, V-1 experiments? / OSLO, Saturday.

Two V-1 like objects have crashed in Mjosa. In view of this,
writes the Aftenposten, the many reports of rockets observed in both
Norway and Sweden now can no longer be dismissed as pure fantasies. It
is not at all impossible that one or more foreign powers are conducting
secret experiments with a new V-weapon, writes the newspaper.

The projectiles mentioned were observed on Thursday between 12 and
12.30 o'clock by many persons who could affirm that they came from the
west. They were cigar-shaped, around 2.5 meters long and with wings
about a meter long. These were set about a meter from the tip. The
front and back parts were metallic-shiny, while the middle part with
the wings was black. It looked as if a device, possibly a rudder, was
attached to the rear part. The projectiles flew at a small distance
from one another and described a shallow curve, till they fell into
Mn Mjosa and caused a many-meters high cascade of water. No explosion
was heard.

New projectile seen on Saturday in Uppland. / TIERP, Sat. (TT).

A space projectile was sighted at 10.50 o'clock on Saturday morning
by a couple of persons at Skaten, Hillnäs parish, in Uppland. The pro-
jectile was described as a luminous object and moved in a curve from
northeast to southwest in over the country.

Again a projectile in Kalix. / ÖVERKALIX, Saturday (MT).

At Friday noon a further mysterious projectile was seen in the Kalix
river valley. A 10-year old boy, son of Börje Larsson, Rax Storbacken,
Frodal, sat and fished in the Kappis marsh, some miles northwest from
the lake where another "rocket" was reported on Friday, when he heard
a strange sound, whereafter some object fell in the water and
threw up a 10-meter high cascade of water. The boy became frightened
and ran home and related his adventure for his parents. On Saturday he
was heard by the military, who moreover cordoned off both asserted
crash sites.

"Space projectile" was boys' fireworks. / UPPSALA, Saturday (MT).
The mysterious "space projectile" which a few days ago was sighted
in Björklinge, a few miles north of Uppsala, and whose course [ended]
there with a dull explosion, has now been the object of a police and
military investigation.

The "projectile" has turned out to be a fireworks article which
was sent on its way by a couple of boys.

From Hillnäs in Uppland it is reported that a fisherman and his
wife, on Saturday evening at 11 o'clock observed from his boat a
lighted, oblong object which moved in a curve across the sky.

1946 July 23 (Tue) Morgon-Tidningen, p. 3.

Lake bottom in the "bomb lake" searched through.

The search for the crashed projectile in the Norrland lake bottom
is still going on, but so far no trace of the projectile has been
found. / /

The projectiles investigated in Norway. / OSLO, Monday (TT fr. NTB).

The air watch inspection [corps] has now been ordered by the defense
high command to initiate an investigation regarding reports of the
"ghost projectiles" in Norway, reports the Aftenposten. On Saturday
a conference was held on the subject by the high command, but more de-
tailed information cannot be given yet. The military police at Garder-
moens airfield also are partaking in the investigation.

1946 July 24 (Wed) Morgon-Tidningen, p. 3.

New ghost bomb at a low height. / SUNDSVALL, Tuesday (TT).

A "ghost bomb" was observed by two families in north Sweden at
19.30 o'clock on Friday evening, it is now reported.

They saw a silver-glistening streak of light at about 50 meters
height. They could follow it with their eyes for about 10 seconds.
Thereafter it exploded and fell down.

1946 July 25 (Th) Morgon-Tidningen, p. 3.

"Round trip bomb" over Sweden not inconceivable.

It is possible that the flying bombs which are seen crossing Sweden
both with a westward direction and in a directly opposite direction,
are making a round trip over the country in order then to return to
their place of origin, it is stated by the defense staff, where they
are very busy collecting all the reports and sightings.

The defense staff is anxious for help from the side of the public,
however, and also request the reports as soon as possible and with as
great detail as possible at the address: Air Defense Division, Defense
Staff, Stockholm 90. The more reports are gotten the clearer the
picture which can be made of the mysterious phenomenon.

That they are meteors in every case is a theory which has been re-
jected without further ado by the defense staff. That Sweden for the
present serves as some kind of firing range or testing ground for
radio-controlled projectiles is sufficiently established beyond a doubt.

1946 July 27 (Sat) Morgon-Tidningen, p.

Flaming aurora lights up Stockholm.

A powerful aurora illuminated the sky over Stockholm on Friday evening just after 23 o'clock and could be seen especially well from the city's surroundings. Bright flames in colors from green to rose stretched from the whole horizon up toward the zenith, which streamed with an intense light.

From Saltejobadens Observatory it was stated to MT's inquiry that auroras in July are not so unusual as might be believed, but thanks to the lightness of the summer sky it is not so readily observed. Presumably the celestial phenomenon on Friday is connected with a large sunspot group which just now crossed the sun.

1946 July 30 (Tues) Morgon-Tidningen, p. 3.

Flying bomb seen in Denmark. / KÖPENHAGEN, Monday (AP).

Since a mysterious flying object was sighted on Friday at Korsør in Sjælland many persons know have reported that in the middle of the day they saw another one of the flying projectiles.

According to the "Ekstrabladet," eyewitnesses stated that they observed a long glistening object which travelled furiously across the sky in the vicinity of Høng in Sjælland. The speed was so high that no airplane could have been involved.

Space projectile sweeps over the roof of a house. / SUNDSVALL, Monday (TT).

Only 20 meters overhead a space projectile passed a farmer in southern Norrland, who on Saturday was occupied with putting tiles on his roof. He discovered that he heard a loud whistling sound and directly thereafter came an object rushing over his head with rapid speed.

1946 August 1 (Tue) Morgon-Tidningen, p. 3.

[continues SvD] (Svartviks fire) MT continues to say there have been many fires that summer, in the dry weather, some probably started by arson. / Sparks, not ghost bomb, the true cause.

Explosion in henhouse was blasting cap.

The ghost bomb theory probably will arise in connection with a report from Harjedalen about a henhouse which burnt down the other day without the owner being able to give any explanation. An explosion was heard with the fire, and it was discovered later that the electric wires were disconnected, so a short circuit was excluded. Now it appears that there was a current in the wires. The fire was discovered first by people on a passing freight train. The explosion which was heard during the fire issued from some blasting cap and [nitrolite] cartridges sheltered in the henhouse.

1946 August 3 (Sat) Morgon-Tidningen, p. 1.

Clear answer about the ghost bombs by ~~xxx~~ next week.

By next week the defense staff's air defense division, according to what MT has gathered, expects to hand over a communique about the results of the research carried on concerning the "ghost bomb firings."

--We will say nothing, so long as we have nothing positive to go on, says Major Ahlgren of the defense staff. Reports from all over the country numbering many hundreds have come in to us, and the work, which is particularly thorough, takes time of course. But the report is, as I said, advancing.

p. 7. Ghost bomb among the family portraits.

A [farm owner] in the area of Sonderborg believes he has found one of the oft-mentioned ghost bombs on his land. He became so glad about ~~xxxx~~ this that he hung it up on the wall in his room among the family portraits.

According to the Aftenbladet he found an inscription on the bomb which suggests that it is of English or American origin.

1946 August 5 (Mon) Morgon-Tidningen, p. 1.

Space rocket with yellow tail. / SUNDSVALL, Sunday (TT).

A space projectile was observed in central Norrland on Saturday evening. A person saw an object with a yellowish shine and a tail behind it, which seemed to go from the southeast at 100 meters altitude. The speed of the object was very great and it disappeared from sight in a few moments.

1946 August 12 (Sun) Morgon-Tidningen, p. 1.

Flood of new reports of "blue white ghost rockets" / Most observations so far: / Serious development, says the defense staff.

The mysterious rocket firings over Sweden resumed on Sunday evening when a great number of persons certainly the most who have sighted "ghost bomb phenomena" at the same time--gave in observation reports from some hundred places in central and eastern Sweden.

By all signs it is judged that the public is beginning to take the "sky phenomenon" seriously and is disturbed that they will fail to cause death and destruction. The defense staff's telephone was besieged between 21 and 23 o'clock and reports were all alike in matters of time, appearance of the object and its course. Observations were made at two times: 20.46 and 21.40. The rocket bombs went in a direction from south to north and gave off a bright blue white magnesium-like shine. The height was stated at a couple of hundred meters.

Some of the reporters stated that the bombs "detached" something which looked like a small silver-glistening balls or flakes which next immediately fell, and from other places it is reported that a very faint whistling ~~xxx~~ sound was perceived.

Any possibility that it could arise from ordinary fireworks does not present itself. Observations are made at about the same time at places far from one ~~xxxx~~ another, and also it must have arisen from a particularly fast-moving object, which was observed everywhere, according to the above descriptions.

Lieutenant Neckman of the defense staff's air defense division occupied himself all Sunday evening with a comparison of the hundred or so reports. From a military point of view the firings are judged "serious."

From the [outskirts] of a city in central Sweden it was stated firmly that a rocket fell, then with a bright flash exploded some 100 meters up in the air. Investigations were still unable [to establish whether the position statements were of the shifting kind].

1946 August 13 (Tues) Manchester Guardian, p. 4.

Sweden's Bomb.

Sweden not long ago decided, in spite of the Peace Conference, that a regular exercise of her air-raid sirens was a wise precaution, and she possibly finds her reading of the future confirmed by the missiles which every now and again fly overhead. No one has said who starts them on their journey, but it does not need much imagination to see Russian engineers, no doubt assisted by obedient German scientists, operating from a research station on the Baltic coast. Russia, of course, could have found a more secret practice range, but she probably enjoys revealing a little of her plaything, just as America carefully lets us know at least enough about her bomb to hold it in respect. The most interesting point about Sweden's visitor is its range; it is reported to be at least 600 miles (which is roughly the distance from Peenemünde to London), and maybe more. But it is strange that the world, in this period of peace-making and settlement, should be so assiduous and demonstrative in military research. Our-selves in Australia with rockets, the Americans also with rockets and with how much more, the Russians with a weapon snatched out of Germany's falling hands--it is all too much like a gun group of wrestlers showing off their muscles between bouts.

1946 August 13 (Tue) Morgon-Tidningen, p. 1,7.

(card 1)

V-2, says Englishman about the "ghost bomb." / Observations also in Norrland and west Sweden. / Three fuelling [accidents] a new flying trend.

Just like a V-2, said Londoner George Harrison, when he together with his Swedish friend, correspondent Gunnar Jonasson, at 9 o'clock on Monday evening observed over Söder a ghost bomb of the same type as that which on Sunday evening passed Stockholm with a northerly direction. The bomb also came out of the south, stated Jonasson. It was Harrison who first noticed it and called the company's attention to the projectile's course. The rocket bomb presented a bright magnesium like shine and an ordinary spool's shape. It was seen about 10 seconds.

Mr. Harrison did service in England during the war years and thus on innumerable occasions saw both V-1 and V-2 bombs. He was sure of this matter, said Mr. Jonasson.--We had not gone out to "hunt for ghost bombs," nor stood and spied at the sky, either, when Harrison called our attention. It cannot be a question of any kind of suggestion especially since we had talked earlier in the day [in only briefest terms] about Sunday's rocket firings.

Also from other places than Stockholm reports came in on Monday about rocket bombs. The flight direction varied: reports say also of "ghost bombs" which came from the north.

"Three flames behind."

--We saw a spool-shaped projectile with three flames after it, reported persons for MT who on Sunday evening in Dalarna observed one of the rocket bombs which then overflew Sweden. Observations were made at 20.46 o'clock and then direction was southwest--~~wxxxx~~ which appears to differ from other reports on Sunday.

Poisonous material from rocket bombs? / ÖSTERSUND, Monday (MT).

Do the ghost bombs leave a poisonous material after them is asked just now in Undersåker in Jämtland, where three cows belonging to a farmer, Anders Eriksson, Edsåsen, died from the action of a mysterious poisoning. The veterinarian has only been able to declare that the cows were poisoned, but the poison symptoms are very unfamiliar.

Mysterious rocket projectiles were seen before over Undersåker. The latest fall was ~~xxxxxx~~ thought to have been seen by Mr. John Nilsson, Undersåker, at 9 o'clock on Sunday evening, and it is now guessed in Undersåker that the bomb gave out a poisonous material, which kills animals.

"Some decrease in reports."

--During Monday the number of reports of space projectiles somewhat diminished--allowing for the delayed communications about Sunday's overflight, it was declared by the defense staff's air defense division to MT's inquiry. Even so there are no direct expert sightings to go after. A directly pointed out fall site of course could solve the puzzle. But still there are no such certain reports--at the place where investigations are underway, no rocket bomb ~~xxxxxxx~~ remains have been taken so far.

[pic.: So this is what it looked like, says George Harrison, and he and Mr. Jonasson look at a photo of a V-2 bomb.]

1946 August 24 (Sat) Raleigh, N.C., News and Observer, p. 3.

Speedy Fire Ball in Sky Mystifies Residents Here /

Something is "like a big ball of fire" shot across the Raleigh-Durham area heading east last night but what it was may remain a mystery.

The best guess was that it was a new jet plane. The second best--a not too likely conjecture--was that a meteor was passing across the sky.

Officers at the Coast Guard air base at Elizabeth City and at Pope Field, Fort Bragg, claimed it was a mystery to them as well.

"Judging from the description, it must have been a jet," an Elizabeth City operations officer said in answer to a telephone inquiry.

"Nobody down here has heard of any jets over the area," however. Whatever it was, it passed the city at approximately 7:30 p.m. heading east at a high speed.

J.L. Kelton, of 2308 Byrd Street, reported the fire ball "seemed to pass over the center of Raleigh, and must have been traveling at 600 miles an hour, judging from the speed of other planes."

"It looked like a big ball of fire or a very large and very bright light," he explained.

"I've never seen a jet plane, but this certainly was too fast for anything else."

With jet speeds running upwards of 400 miles an hour the fire ball might have been a new type experimental aircraft, possibly one powered by the multi-horsepowered ram-jet engine, operating out of Langley Field, Va., or from a military air base in Georgia or near Washington.

A jet from anyone of the fields easily could sweep through North Carolina and loop back to its home base within a matter of minutes.

1946 August 24 (Sat) Wilmington Morning Star, pp. 1, 2.

(Seeing Things!) / "Ball of Fire with Tail" Startles Wilmingtonians

A "ball of fire with a tail" streaked out of the southwest at 7:25 p.m. last night, hissed swiftly over Wilmington and disappeared in a bright glow to the northeast, according to many telephone calls which poured in to the Star's newsroom from eyewitnesses.

Fifteen minutes later, at 7:40 p.m., the Associated Press reported that a similar or the same "ball of fire" flashed past Durham, but if it was the same one it had reversed direction because the Durham report said it was headed toward Raleigh.

The first local eye-witness to phone the Star about the mysterious phenomenon were the operators at the Tide Water Power company's plant on the waterfront at Surrey and Castle streets.

Parallel Flight.

"It was about 400 or 500 feet off the ground," one operator said, "and it streaked like a meteor from the southwest toward the northeast. I don't see how it could be a meteor, though, because it seemed to be traveling parallel with the ground instead of falling."

Another local eye-witness, a woman, said she not only saw it but heard it "hiss" as it passed like a large tracer-bullet over the city.

The earth-parallel line of flight and the "hiss" gave rise to speculations that the fireball might have been a jet-propelled plane. The Associated Press reported that the chief of the Raleigh weather bureau saw the fireball, but said it looked too small to be a meteor. He also said he thought it was moving too slowly to be a meteor or a jet plane.

The Raleigh-Durham airport and Pope field at Fort Bragg said they had not seen the fireball at all, according to the Associated Press. The Coast Guard Air station at Elizabeth City made a similar "something" report.

"Ghost Rocket."

One anxious Wilmingtonian called up the Star asking whether the fireball might be one of the mysterious "ghost rockets" which have been soaring into Sweden from [an] unknown source.

As the Star went to press last night no further reports on the fireball had been received.

1946 August 25 (Sun) Wilmington Morning Star, p. 5.

Ball Of Fire Streaking Across Sky Compared With Previous Phenomenon / Many Observe Object Traveling Parallel With Ground At High Speed /

Observers who noted the great ball of fire streaking across the southern sky Friday evening at 7:25 o'clock were contrasting their observations yesterday with those made by others who saw a similar phenomenon in the southern skies over Wilmington about 15 years ago.

The white headed red ball was noticed by operators at the power plant of the Tide Water Power company, at the foot of Castle street. One operator said "It was 400 or 500 feet off the ground; and it streaked like a meteor from the southwest toward the northeast. I don't see how it could have been a meteor, though, because it seemed to be traveling parallel with the ground instead of falling."

Mr. and Mrs. Theron Dunn, who were seated in their front yard at 2114 Brandon Road, Princess Place, reported that the object was pear shaped, and that it discharged three large balls of fire while in flight. Mrs. Dunn exclaimed on seeing the phenomena: "Oh, look at that star!" Her husband answered: "That's no star; that's a ball of fire!"

While motoring towards Wilmington at about 7:30 o'clock Friday evening, and just as their car was passing Fort Bragg, Mr. and Mrs. Arthur H. Rush, of Winter Park, reported that they saw the "ball of fire." They were en route to Wilmington, returning from a motor vacation trip.

Rush, stationed at Camp Davis for some time prior to serving for two years in the European theater of war with the Ninth Army Air Corps, reported yesterday that he had seen nearly every kind of rocket fired during the war and that he had never before seen anything like the "ball of fire."

He described the object as having been "round at the front, tapering off to a point at the rear, from which a trail of sparks were seemingly emitted."

Mr. and Mrs. Rush said: "The front was white and the tail red. It followed a seemingly direct course, and was not like a falling plane, although it did disappear below the trees, after traveling like a jet propelled rocket about 500 feet above the trees."

Capt. Robert C. Merritt, 117 North Fifth avenue, retired assistant United States district engineer, recalled having seen a similar ball of fire streak out of the southeast, hiss over southern Wilmington, and disappear over northeast Brunswick county.

Other observers of the 1931 phenomena remarked that one Wilmingtonian later contacted the observatory at Harvard University, which questioned

his statement that the hissing sound like that of a sky rocket had been heard by the observers in Wilmington.

The 1931 "ball of fire" traveled about 1,000 feet above the earth and formed an arc, leaving behind a long brilliant tail, which remained in the heavens for some time after it had passed.

ADDENDUM II

1756 The Gentleman's Magazine, v. 26 Historical Chronicle pp. 38-41. January 1756

Th. Nov. 27 (1755).

About 9 at night a very uncommon phenomenon was observed at Wepio in Sweden. A luminous body, as large as a full moon, passed from the south-west to the north-east, from whence issued a stream of light in a straight line, which during its continuance gave night the appearance of the brightest day; but when it disappeared, it left behind it a thick smoke.

Friday, Dec. 26.

Some officers quartered in the citadel of Liege, saw at midnight a luminous arc in the firmament, one end of which seemed to point to Mestricht and the other over Flanders.

Friday, (Jan.) 2.

At 4 in the afternoon at Tuam in Ireland, an unusual light, far above that of brightest day, struck all the beholders with amazement. It appeared across the sky, which undulated like the waters of a rippling stream. This was a dreadful alarm; some left Tuam, some flocked to it from the villages, terrified by the streamers, which after continuing about 18 minutes, grew on a sudden discolored. The edges of the phenomena were at first tinged with a bright cerulean, then with a fine azure, and lastly with a flame color, discharging itself in a blaze toward the north; a most uncommon shock immediately succeeded, but no damage ensued. At Ballimore 7 acres of ground were laid under water about the same time that this phenomenon happened at Tuam, by which 200 head of cattle perished.

Saturday, (Jan.) 31.

On the 15th at 8 at night, a ball of fire was seen at Elm Milverton in Somersetshire, its apparent magnitude equal to that of the moon; its direction was from the southwest to northeast. It must be somewhat above the clouds, because it could be seen only between them; it was about three-quarters of a minute in passing from the Zenith (near which it was first discovered) to the place of its extinction, which was very near the horizon; it left a considerable train of dark vapours like smoke, but was attended with no noise.

[a year of bad storms, esp. in Ireland.]

1818, November. Letter from a Captain Duperrey to Francois Arago, in Arago, Meteorological Essays (London: Longman, Brown, Green & Longmans, 1855), "Thunder and Lightning," pp. 119-20; (letter dated Sept. 21, 1838)

"You say...you have sought in old meteorological collections to discover whether small isolated clouds never produce lightning and thunder. I find an entry on this subject in a journal which I kept on board the 'Uranie,' and of which I gave a copy to M. de Freycinet when we returned to France.

"Being in the Strait of Ombay, in the month of November, 1818, we saw one evening a little white cloud, from which lightning darted in every direction. It rose slowly notwithstanding the strength of the wind, and was at a great distance from all the other clouds which appeared fixed near the horizon."

"From recollection I can add to the above the following particulars. The cloud in question was of a rounded form, and might occupy a surface equal to the apparent size of the sun's disk. From every part of this cloud there escaped zigzag lightnings, and a great number of successive discharges like the independent fire of musketry from a battalion of men. This phenomenon, which I only saw once in my life, lasted fully half a minute; with the last discharges the cloud completely disappeared. I do not know why M. de Freycinet has not mentioned this circumstance.

"I ought to add that while in these Straits we saw several luminous balls traversing the atmosphere in all directions; thunder was frequent, as indeed is usual in the Indian Archipelago....

1848 August 19. The Athenaeum, no. 1086, p. 833. (v.)

(Discussion of Prof. Powell's report on luminous meteors before the British Association for the Advancement of Science)

Many of the facts in the Appendix were interesting. The Secretary selected the following as an example:--

"Extract from the Malta Mail Times, August 18th, 1845: 'On June 18 18th, at 9h. 30m. p.m. the brig Victoria, from Newcastle to Malta, in lat. 36° 40' 50" long. 13° 44' 36"', was becalmed, with no appearance of bad weather; when her top-gallant and royal masts suddenly went over the side as if carried away by a squall. Two hours it blew very hard from the east; and whilst the hands were aloft reefing topsails, it suddenly fell calm again, and they felt an overpowering heat and stench of sulphur. At this moment three luminous bodies issued from the sea, about half a mile from the vessel, and remained visible for ten minutes (it is not said what became of them). Soon after it began to blow hard again, and the vessel got into a current of cold fresh air.' At Ainsb, on Mount Lebanon, at the same time, June 18th, at half an hour after sunset, the heavens presented an extraordinary and beautiful though awful spectacle. A fiery meteor—composed of two luminous bodies each apparently at least five times larger than the moon, with streamers or appendages from each joining the two, and looking precisely like large flags blown out by a gentle breeze—appeared in the west, remaining visible for an hour, taking an easterly course, and gradually disappeared. The appendages appeared to shine from the reflected light of

rain bodies, which it was painful to look at for any time. The moon had risen about half an hour before, and there was scarcely any wind."--Sir W.S. Harris characterized this Catalogue as the commencement of a store of valuable facts. The account of the brig Victoria was to him most interesting. He had no doubt it was an electrical phenomenon, exemplifying what Prof. Faraday had described under the name of the glow discharge. Indeed, he had himself imitated the phenomenon artificially; and had recorded a similar fact which occurred to a vessel when sailing close on a wind under reefed topsails. They saw bearing down from windward, straight on the ship, two wheels of fire, which the men described as rolling mill-stones of fire. When they came near, an awful crash took place, the topmasts were shivered to pieces, and the crew experienced the same over powering sulphurous stench. The phenomena were thus accounted for:--a highly charged thunder-cloud was brought down by the wind on the ship; its distance from the sea, though beyond the striking distance, admitted of the "glow discharge," which produced the appearance of the balls or wheels of fire that so alarmed the men. When the cloud came near the ship, its mast brought it within striking distance--when a discharge or thunder-clap took place. The sulphurous stench was a constant concomitant of such discharges.

1859. E. Howard Grev, *Vigilions, Previsions and Miracles in Modern Times* (London: L.N. Fowler & Co., 1915), p. 81.

[A revival similar to the one in Wales during 1904-05 took place in Ireland in 1859.]

Mr. Jones, of Peckham, Editor of the *Spiritual Magazine*, (1877, vol. 18), says a leading official belonging to the Corporation of London, told me: "Having heard that fire had descended on several of the great Irish assemblies during the Revivals, I, when in Ireland made inquiry, and conversed with those who had witnessed it. During the open-air meetings, when some 600 to 1,000 people were present, a kind of cloud of fire approached in the air, hovered and dipped over the people, rose and floated on some distance, again hovered on us that which was afterwards found to be another revival meeting, and so it continued. The light was very bright and was seen by all, producing awe."

[French religious revivals during the first decade of the 18th century went hand in hand with persecution, but supernatural warnings and lights were frequent too, and the author discusses these.]

p. 75 [ca. 1704 or 1705] Claude Arnassan stated on oath before Sir Richard Holvford and John Edisbury, esq., Masters in Chancery, on 6th March 1706.... One day I was in company with about forty people, I had invited to an assembly, appointed by brother Cavalier; when we came to the place prefixed, we found nobody there. Whilst we were musing what to do, one of us said: 'Brethren, let us pray to God, and he will direct us.' He was no sooner on his knees, than there appeared in the air a 'light' like a large star, which, advancing, pointed to the place where the assembly were met, half a league off. As soon as that light disappeared we heard the singing of psalms, and so joined our brethren. Several fell into ecstasies and preached." (Desert Cry, p. 31).

75-6. Durand Fage declares on oath... [May, 1703?] "A young woman of Galarques, named Margerate Belle, in whose company I was going, with twelve or fifteen more, to religious worship, in the way by night, fell into ecstasy. As we were much troubled to find the place of assembly, the Spirit in her said: 'I tell thee my child, I will cause a light to direct you on to the place ye seek.' Then we saw a light fall from heaven like a rocket: by this means we found the assembly, above half a mile distant. (Cry, p. 35).

other mention of lights, p. 76, 254: aeri singing, supernal sounds in same period: 128-9, 134-5.

1870. Erich Pohl, *Die Volksnamen Ostpreussens* (1943; Hildesheim: Georg Olms Verlag, 1975).

p. 61. Portents of War.

Shortly before the 1870 War people were given signs. Many at that time saw plainly a fire in the sky: and behind Konigsburg a tombstone fell from the sky.

1914. pp. 62-3. The Rain of Blood in the Year 1914.

Just around Midsummer's Eve 1914, people saw in the night over Lindenberger Castle (farm) a very bright white big sun. It turned like a wagon wheel quite slowly as well. But it was not the sun, which had already gone down, and it was [well along toward] midnight. The moon also looked big. All at once the bright little sun stood still and burst so that the sparks fell on every side. And a little while after that blood and fire fell from the sky as raindrops and big clumps always very softly on Lindenberger below: and this did not last long, then it all disappeared as if it had never been. All the people who saw it were frightened, but no one knew then what it meant.

1934: p. 65. The Gray Army.

When Field Marshal von Hindenburg died in Neudeck and a few nights later was conveyed to the Tannenberg monument, then the gray soldiers of the World War appeared in the clouds, to give their dead field commander an escort to Tannenberg. Everyone who was then in Tannenberg saw it with their own eyes, and many others too. In all East Prussia the gray army was clearly and plainly seen.

1871 *Comptes Rendus* (Paris), v. 73, pp. 397-8.

Meteorology--Observation of a bolide made at the Observatory of Marseille August 1. Note from M. Coggia, presented by M. Le Verrier.

"A magnificent blood-red bolide made its appearance last evening, August 1, at 10:43, Marseilles mean time, about at a point situated rather near the triangle formed by ζ Serpens, θ and γ Ophiuchus.

"With majestic slowness it took a direction east, passed at 10:45:

30 between μ^1 and μ^2 Sagittarius, and at 10:46:35, nearly γ crossed Saturn.

"Its pace slackened gradually. At 10:49:50 it passed a little below θ Sagittarius, and at 10:50:40 to the south of the star f of the same constellation.

"At 10:52:30 it arrived between ϵ and θ Capricornus, where it remained stationary a moment.

"Changing direction then, it took a direction north, leaving at around $1^\circ 30'$ to the west the star γ Aquarius (Verseau) at 57 m. 50 sec., and stopped again at 59 min. 30 sec., a little to the southwest of β Aquarius.

"Resuming after a moment its original trip toward the east, it passed β Aquarius to stop anew toward ζ Aquarius and dropped (again) past with considerable rapidity perpendicularly to the horizon, going then between δ and γ Capricornus, and left toward the east of the moon, which was nearly full.

"I lost sight of it a little to the north of θ Pisces Australis, at 11:03:20.

"Its diameter, which was around 15 minutes [note: moon = 30 mins.] at the start, had rapidly diminished from the beginning, and was found to be no more than four minutes on its approach to Saturn. In the latter period, that is to say when it stopped between ϵ and θ Capricornus, it had no more than the apparent brightness of Venus at perigee, a brightness which it maintained until the moment when I lost sight of it.

"When, after having stopped near ζ Aquarius, it fell perpendicularly to the horizon, it gave off [something like] incandescent drops."

"M. Le Verrier, in communicating the letter which M. Ch. Sainte-Claire Deville and he have received, made the remark that the bolide was observed under novel conditions and hitherto unknown. The long duration of the appearance is especially extraordinary. Once this long duration is admitted, the irregularities of movement and without doubt the final fall [if accordingly].

1871. *Comptes Rendus* (Paris), v. 73, pp. 755-6.

Meteorology.--On two observations which seem to offer some analogy with the notable meteor [seen] recently by M. Coggia. Note by M. An. Guillemin (summary).

"The singular luminous phenomenon, observed on the night of August 1-2, 1871, at Marseille, by M. Coggia, recalled to me, when M. LeVerrier communicated this observation to the Academy, a similar phenomenon of which I was the witness in Paris, about 1853. What struck me was, firstly, [the slight stiff/faint brightness] of a reddish disc, which I saw moving parallel to the horizon, and at a slight altitude (4 or 5° at most); secondly, the extreme slowness with which the meteor described its trajectory. I observed from the fifth floor of a house on the rue Amelot, and the part of the trajectory I was able to see seemed to graze the heights (tops) of the Pere La Chaise.

Among the old observations having some analogy with that of M. Coggia, I take up one which comes to the support of the remarks of M. Elie de Beaumont. It is #431 of the *Philosophical Transactions* (1738) which furnished me this example; it is extracted from a book entitled *Observations de terre et de mer pendant l'epidemie*, by J. Huxham. After having cited diverse aurorae borealis which appeared at Plymouth in the month of August 1737, this observer entered into the following details on the phenomena which occurred Dec. 26 of the same year [Dec. 5, says original article.]:

...In the evening the Sky seem'd overcast with a thin cloud or vapour, but looked red as from the relexion of a great fire; and it cast as much light as the full moon on a cloudy night. This surprising phenomenon lasted till near midnight.... This same phenomenon was of great extent in the northern parts of Europe; and at Kilkenny in Ireland, was seen somewhat like a globe of fire suspended in the air for near the space of an hour, which then ~~bursting~~ bursted, spread flames around on every side.

Thus here a meteor evidently [was due] to the appearance of a polar aurora which took the shape of a globe of fire, like most bolides, and exploded in the atmosphere. As long an appearance as an hour (it was not said, however, if it changed during this time), hardly permits confusion with true bolides, however.

1874 May 16. *La Nature* (LDLN 120, Oct. '72, pp. 18-19).

Thursday May 14 at 22:30 in the vicinity of Marseille, I looked by chance at the region located between Capella, Ursa Major and Cassiopeia, when I saw, almost at equal distance from these three constellations, a splendid red star of the first magnitude. For an instant I believed that it was Capella, to which the evening haze gave at times a red color, but a glance cleared these illusions. The big star scintillated with liveliness; I looked at it scarcely a minute, when I saw it move slowly, increasing in speed. It advanced thustly toward Capella, increasing in brightness; it passed Jupiter by far at this moment. After a trip of around 30 seconds it disappeared in the haze to the northwest below α Auriga, and a curious thing, it did not leave behind it any luminous train. I understood that it was a bolide. I was able to view it only with the naked eye and yet I seemed to distinguish in it the shape of a parallelogram.

1877 *L'Annee Scientifique*, pp. 45-46.

Ball Lightning observed at Vence, in Provence.

M. Ed. Blanc has published the rather curious observation of lightning in the shape of balls, which was manifested on March 23, 1877 at Vence, in Provence.

Toward midnight a layer of black clouds covered the east of the sky; other slight and flaky small clouds ran above the black clouds. To the

northeast of Venice, and at about 18 kilometers, a large black cloud seemed very agitated. It rose and fell without cease. Some lightning appeared above this cloud, and took the shape of balls of fire. They went off like the rockets which dart in a cluster of fireworks. Seeming to go out from an invisible center, they went in every direction. After a distance of 6 to 10", they exploded silently while producing a dazzling light.

The ~~appas~~ apparent diameter of these luminous balls was 11° ; their color was reddish, sometimes yellow, but they were always white on exploding.

The phenomenon repeated three or four times in two minutes. The travel of the balls was relatively slow; they went about 2° per second. Lightning furrowed the cloud from time to time, from high to low, and some seconds later a dull rumble was heard. The phenomenon followed a direction \approx E-W, passing to a place to the north of Venice. The flash of the noiseless lightning persisted for more than an hour. There occurred a rain later, mixed with hail, which forced the observer to leave his post.

An analogous phenomenon occurred in this same locality five or ten years ago.

It may be noted that two days previously, that is to say, in the morning of March 21, a hailstorm, accompanied by thunder, visited the shore of the Mediterranean, following from \approx W-E the Fréjus. Antibes, Cannes, Nice, Monaco were struck. The center of the storm passed out to sea, and was of the sort which spattered Venice, that is to say an intermittent rain mixed with half-melted hail and some squalls (?). The sun shone the rest of the day, but at times the large black clouds came running rapidly from W to E. It is because of these clouds which arrived, the next day, to give out lightning balls, that we give this description (?).

1884 January 19. Scientific American, v. 50, p. 40.

A Remarkable Phenomenon Seen in Porto Rico.

A correspondent in Humacas, Porto Rico, describes a beautiful comet observed by himself and a few friends in Humacas on the 21st of November, 1883, between nine and ten o'clock in the evening. He writes that "its head inclined to the west and its tail extended majestically due east, and at an altitude of about 35° to 40° ." It was observed on "three successive nights, but on the fourth night it disappeared."

The writer asks for information, and asserts his belief that he has seen again the great comet of 1882. His conclusion is an utter impossibility. The great comet of 1882 is now far beyond the reach of mortal vision. Moreover, it was visible in the morning instead of the evening. The latest observations of this comet were made by Dr. ~~Richard~~ Schmidt at Athens, on the 27th of April; by Mr. Atkinson, of New Zealand, on the 6th of May; by Prof. Ricco, at Palermo, on the 12th of May, when it was extremely faint. The very last observation was made by Thome, assistant at the Cordoba Observatory, in South America, where it was seen until the 1st of June, and described as "an excessively faint whiteness."

It was announced that this comet would be in a position during September and October where it would probably be visible in a powerful telescope in the early morning, when the moon was out of the way. We have heard no report of its visibility, and therefore conclude that it is winging its flight through the star depths to return no more until the passage of several hundred years will complete its circuit, and bring it safely back to our domain.

Neither can the comet seen at Porto Rico be the Pons-Brooks comet, now plainly visible in the northwest as a small nebulosity with a very small tail when seen by the naked eye; and as a nebulosity with a bright nucleus and a well defined tail, when seen in a telescope.

We cannot therefore throw any light upon the celestial phenomenon seen in Porto Rico by our correspondent and his friends. A comet such as he describes would have been seen elsewhere, and its presence would have been telegraphed all over the civilized world. We should like a drawing of the strange visitor and its position among the surrounding stars. We should like also to know whether the observations were made with the naked eye or with the aid of the telescope.

Perhaps the Java earthquake had some connection with the beautiful phenomenon. The superb sunrises and sunsets occurring nearly at the same time are traced to this source by scientific men of the highest authority. Cosmic dust takes on wonderful forms, under the right conditions for development.

1884 February 16. Scientific American v. 50 p. 97.

A REMARKABLE PHENOMENON SEEN AT SULPHUR SPRINGS OHIO.

A correspondent in Sulphur Springs Ohio refers to The Scientific American of the 19th of January, which contained an account of a remarkable phenomenon seen in Porto Rico on the 21st of November. He also describes a wonder of the sky seen about that time in ~~Sulphur~~ Sulphur Springs, though he is not certain as to the exact date. The phenomenon was witnessed by several observers besides himself.

The object was seen in the southwest in a vertical position. It consisted of a bright nucleus in the center with two tails, one pointing downward and the other upward. The nucleus, observed in a four-inch refracting telescope, under a power of 20, was ruddy in color and quite bright. Our correspondent incloses a sketch, giving the general ~~view~~ view as it appeared to the naked eye, though the nucleus is represented as it was seen in the telescope.

We can give no explanation of this strange phenomenon. It was not a comet, or it would have been visible all over the northern world. Its conical form suggests the zodiacal light, and this soft, faint column of light has already been observed and described as unusually brilliant as well as in advance of its usual period of visibility. It is seldom seen in this latitude until February and March.

The zodiacal light is a lens-shaped appendage of a mysterious ~~and~~ nature surrounding the sun and extending a little beyond the earth's orbit. As seen from this planet, it extends upward from the sunset point nearly in a line with the ecliptic, or sun's path, reaching to a point in the heavens near the Pleiades, but has no appearance of a nucleus.

In the tropics the zodiacal light is almost constantly visible, and is sometimes sufficiently luminous to cause a sensible glow in the opposite quarter of the heavens. It is of a ruddy hue, especially at the base, where it is brightest, and puts out the light of the small stars. Sometimes undulations and flashes mingle with its soft, nebulous light.

We are, however, inclined to think that the celestial phenomena observed at Humacas, in Porto Rico, and at Sulphur Springs, in Ohio, are connected in some unaccountable way with the sun's ~~interlows~~ interlows that have formed a delightful feature of the season. Flashing lights, flaming banners, varied and fantastic cloud forms, and every imaginable tint of color have diversified the sky, and made the winter of 1883-84 one long to be remembered for its brilliant sunsets and sunrises. The phenomenon is ascribed to the presence of volcanic dust, meteoric dust, or moisture. We may never discover the cause of the gorgeous illumination that has surrounded the path of the setting and the rising sun, but it will be long before we shall cease to remember its result.

1884, (Illustrated) Science Monthly, v. 2, p. 136.

A Great Meteor.--Mr. L.C. Yale, of Norwood, St. Lawrence Co., N.Y., writes to the News of that place describing a remarkable meteor which he saw there at 8.30 p.m. on July 3rd. It moved slowly from east to west, had a long tail, a nucleus like a globe, as large as the moon, surrounded by a bright ring, two dark lines crossing the nucleus in vertical direction, the lines larger in middle, straight on inside, curved on outside, tapering both ways to points. The tail was 30 degrees in length. The general appearance was that of a gigantic sword of fire, moving handle first through space.

1885. Comptes Rendus, (Paris), v. 101, p. 680.

Meteorology.--On a meteor observed at Saigon, on the evening of August 22. Extract from a note by M. Reveillere, presented by M. Faye.

"August 22, at Saigon, about 8:15 in the evening, I was in the company of ship's lieutenant Guiberteau, and I was facing south, when I noticed, almost in the direction of the Cross, veiled by the cirrus (clouds), a magnificent red star; it was larger than Venus, of an intense red, and we soon observed that it was animated by a notable movement. Lacking instruments, here is what we are able to report:

"The meteor made its appearance suddenly out of the south; it disappeared approximately in the south-southeast. The height above ~~the~~ the horizon was from 15° to 20° . It followed in its course a very obviously horizontal line, with a speed rather like that of a cloud pushed by a moderate wind. It took around 7 to 8 minutes to travel an arc of 50° to 60° , and disappeared eclipsed by a cloud of moderate opacity.

"It seemed to me that the little white clouds made it lose its brightness, and that this brightness varied with the passage of the clouds. M. Guiberteau thinks, on the other hand, that the meteor traced its trajectory below the cirrus."

1886, 2nd sem. Comptes Rendus, v. 103, no. 19, p. 849.

(From a report by M. Trécul)

"On August 25, 1880, during a storm with thunder and lightning, in broad daylight I saw leave from a black cloud a luminous body, very brilliant, light yellow, almost white, in shape a little elongated, appearing to have a length of .35 to .40 m. and a breadth of around .25 m., with the two ends cut short like a cone.

"This body was visible only a few ~~minutes~~ moments; it disappeared on seeming to reenter the cloud; but on withdrawing--and it is in this especially which seems to me to merit being pointed out--it gave off a little quantity of its material, which fell vertically like a heavy body, as if it alone had been under the influence of gravity. It left behind it a luminous trail, on the edges of which appeared sparks or rather reddish globules, because their light was not radiant. Near the falling body the luminous trail was a bit nearer a straight line (vertical), while in the upper part it became sinuous. The little falling body divided during its drop and extinguished soon after, when it was on the point of reaching the height of the [skyline] formed by the houses. On its departure and at the moment of its division, no noise was perceived even though the cloud had not gone far."

1886 December 16. Nature, v. 35, p. 157.

Between 8 and 9 o'clock on November 3 a remarkable phenomenon was observed at Hamar, in Norway. At the time there was perfect darkness, when, suddenly, a bright white cloud appeared in the sky, drifting in a north-easterly direction, and from time to time emitting brilliant rays of light in various directions. The cloud retained throughout its original form, and disappeared at last in the darkness.

1888 May 23 (Wed) New York Times, p. 3.

A DOWN-EAST FARMER ASTONISHED. / From the Halifax (Nova Scotia) Herald, May 19.

A curious incident occurred near Forchu, Cape Breton, very recently while several men were working in a field at that place they were startled at seeing a firm flaming ball of white light coming directly toward them from the heavens. The ball descended close by one of them, so close that he almost felt it, exploding as it struck the ground and ~~knocking~~ knocking him down. The cause of this phenomenon is not known, although it is supposed to have been an electric meteor of some kind. The man who was so near the falling object wore an unearthly pallor upon his face for a couple of days after.

1890 August 21. Nature, v. 42, p. 403.

In a paper printed in the new-number of the Transactions and Proceedings of the New Zealand Institute, Mr. Taylor White describes an extraordinary meteor which he saw at Wimbledon, Hawke's Bay, on May 4, 1888, between 8 and 9 o'clock p.m. The nucleus, or head, was of oval form, of a transparent light-yellow colour, as of iron at a white heat. The tail was in the form of the tail of a pheasant, expanded--that is, the two centre streamers were of uniform length, the outer ones gradually shortening, so that the outermost streamer on either side was very much shorter than those in the middle. These streamers were of a dull, opaque orange. They were distinctly divided each from each by dark bands, which consisted of several fine black lines, to, probably, the number of five in each band. Mr. White is unable to fix the number of orange streamers, but would guess ten as probably correct. The colours blue and green were also certainly present. No sound was audible while the meteor was in view. "But," says Mr. White, "after I had gone into the house, and was describing what I had seen, the sound of its striking the earth or sea was heard--a loud and lengthened noise, to me like the violent shaking of all the forest trees, and evidently above ground, thereby differing from the sound accompanying an earthquake--coming from the westward; and this was followed, after a hardly perceptible interval, by a fainter sound, like an echo, to the northeast. The time which elapsed till the sound was heard was from three to five minutes." Various New Zealand daily journals gave full descriptions of the phenomenon at the time. According to the New Zealand Times, the apparent size of the meteor was "quite half that of the full moon."

1894 September 29. La Nature (from L.D.L.N. no. 118, June 1972. Pages Suppl., pp. 2 & E.F.). (card 1)

Bolides and meteorites fallen in Greece in 1894. Recently (in July-August) a noteworthy number of bolides and meteorites have fallen in Greece: their drop has been accompanied by curious phenomena, some of them rare, of which I will describe the main ones: August 20, in going down by the railroad from Athens to Phaleria, towards 8:40 p.m., I saw a bolide showing the appearance of a white globe, rather fully surrounded by a greenish air. Its speed seemed very slight.

I pass all the other bolides to describe the phenomena observed last July 19. These phenomena have been reported by the Greek newspapers and a part of them have been confirmed by eyewitnesses.

On July 19, the inhabitants of Boiai saw at high noon a bolide descending with great speed [toward] them; this bolide suddenly stopped and it stayed suspended in the air while leaving behind it a brilliant line accompanied by smoke. After five minutes of suspension, at 10 minutes after noon, a frightful report (noise) was heard, and the bolide directed itself toward the highest summit of Mt. Criten, while continuing its trip it fell into the sea with a new report.

The same day at nearly the same time, the fall of bolides and meteorites in different points in Crete (Candia) was described.

There was an isolated black cloud, having made an explosion, [and] there was seen a luminous body having the shape of an upside-down cone which, moving from the southeast toward the northwest, fell into the sea near Heraclion. Most curious is the striking analogy with the fall of the meteor of Aigla, described by Biot. There is the same apparent source (isolated black cloud); there is the same direction. A little later [after this], the under-prefect of Selinos (Crete) writes, that the fall of two meteorites and a bolide occurred in his district. All three of these came from the east, one of them fell to the ground without [leaving any remains], the second, having the shape and apparent size of an Etruscan vase, fell below the village of Sarakina-Gregoriana, near the part named Sternes (reservoirs), onto a block of stone which it broke into bits. This action of the meteorite to break blocks of rock was described as well in another, later fall.

Finally the bolide, having an apparent length of two meters, passed very near the prefectural house and descended as far as a certain point, nearly even with the ground, then, changing direction and moving very quickly parallel to the ground, disappeared toward the northwest.

The drop of these meteors, falling the same day and at nearly the same time (noon) in a range including Crete and the southeast part of the Peloponnese, prove that they have a [local source].

If in these descriptions the facts have not been exaggerated, there are three obscure phenomena: first, there is the nature of the cloud from where appeared to come the meteorite of Heraclion; second, there is the abrupt pause of the meteor at Boiai and its hanging for five minutes; third, finally, in the same category, is the change of direction of the bolide [at Selinos] and its movement parallel to the ground. / C. HALTEZOS.

1896 November 24 (Tues morn) Daily Record (Stockton, Calif.), p. 4.

NOT THE AIRSHIP. / A Rumor Becomes Current Last Night That Sacramento's Aerial Visitor Flew Over Stockton.

"Did you see anything of the airship?" was a question which got started about town early last evening owing to a little incident and two hours later, although started as a joke, people were asking each other seriously, "Did you hear anything of the airship passing over the city?"

The meteoric flight of the alleged aerial monster that flashed athwart the heavens above Sacramento a few nights ago was not a nightly visitant to this section. Two electric wires became crossed on Main street opposite the Yosemite house, and the fitful flashes which it gave out soon gathered a crowd.

Some joker suggested that the airship was passing over and from that remark the idea became current and passed for whole cloth among many who did not know the circumstances.

Nov. 24, p. 4. Mysterious work going on in Orwille. Jan. 23, 3. Lodi arap.

1896 November 25 (Wed. morn) Daily Record (Stockton, Calif.), p. 1.

THE AIRSHIP SEEN. / It Passed Over Stockton Last Night. / Visible for Ten Minutes--It Shot Through Space at a Rate of Sixty Miles an Hour. /

Since the alleged embodiment of one of Jules Verne's wildest dreams shot across the sky above Sacramento last week, it has been a very easy thing to see an airship darting through space in the nocturnal watches, and everyone who gives testimony as to its reality is booked as "a reputable citizen." People have even gone so far as to say that the man-made aerolites are being manufactured now and that Stockton has ordered three. If that is the case on of them passed over the city last night, but the engineer evidently did not recognize the place and went on down the valley. Stockton has some people who are known to possess as much veracity as the inhabitants of the Capital city, and they say they saw the airship last night.

Nightwatchman Maxey was covering his beat at the State Asylum for the Insane at about 8 o'clock when, according to his testimony, a meteoric flash caught his optics. It seemed to be about as far north as North street when first seen, and perhaps a mile to the east of the male patients' building. He called Coroner Fred Clark, Supervisor Lorenz and Storekeepers Turner and Anderson to witness the strange sight, and they all agreed that it was the airship. (Witnesses upon taking stand testified that they had not been drinking at the time afore mentioned.)

The atmosphere was extremely hazy which rendered the light somewhat dim, but its continued course in a horizontal line assured them that it was not a shooting star. They watched it for about ten minutes when finally it disappeared to the southeast. The wondering spectators to the mysterious courser of the heavens could not agree on the speed of the bird of passage, estimating it variously from at forty to sixty miles an hour. The form of the machine was not visible, and the witnesses would not swear that they heard the whirr of the "paddies" fanning the rarefied atmosphere of the upper regions, but they said that they were willing to be classed with the host of others who have testified that some vast visitant of the night has for the past week been hovering over the earth at various places within the ken of mortal man.

1896 November 26 (Th) Daily Record (Stockton), p. 2.

THE AIR-SHIP EPIDEMIC /

The longer the air-ship craze continues the more one wonders whence it hailed. A learned professor told the teachers the other night that "Before a wheel could run in any man's mill, it must run veil in some man's head." This is a neat way to indorse theory, imagination or "wheels in the head." Applying the same principle to air-ships, it is quite conceivable that an airship must first exist in some fertile brain before it can sail around in the upper regions. The one that first agitated Sacramento and then took complete possession of the Call evidently had its origin in some brain that occasionally forages beyond the borders of the intensely practical.

But that does not answer the question. Who first conceived this air ship? If it were a reporter on a Sacramento paper he should at once be put in charge of the New York Journal. He is certainly a genius. But the readiness with which the public has seized upon this ideal ship exhibits what we may term the intelligent credulity of the public regarding the possibilities of invention. These imaginings, if indeed they be such, are perchance, the forerunners of the actual air ship, as the wheel in the imagination is the forerunner of the wheel in the mill. Where so many visions of air ships exist at a mere suggestion, there must result eventually something more tangible.

No one would care to stake his reputation on the declaration that an air ships such as described is impossible, and consequently few care to pronounce the story a pure fake, though undoubtedly most people believe it to be nothing else. What puzzles the public more than anything else is the wild career of the Call, chasing this supposed delusion about the valleys and hill tops. No one had credited the Short-ridge with the sprightliness to even chase a fake gracefully. The antics of the overgrown metropolitan paper are fully as puzzling as the air ship itself.

All of this of course the Record stands ready to cheerfully rescind when the air ship is definitely located.

Nov. 27, p. 1. FIRST APPEARED HERE. / The Airship an Old Friend of Stockton's and Was Taken for a Meteor Weeks Ago. /

The airship conclusions have taken another direction, and instead of reaching out into the future or up into the heavens, are now snatching eagerly from the past. It is recalled that several weeks ago the people of this city were xxxxx startled by an aerial visitor that was taken for a meteor or comet.

It was said to exhibit double lights. Observers said that it did not travel in the ordinary falling course of motions, but seemed to keep parallel with the earth, and even to rise or climb up further into the heavens.

It is now claimed that this phenomenon was the first appearance of the airship, and that Stockton is entitled to the glory of its first visit.

1897 March 23 (Tues morn) Sioux City (Ia.) Journal, p. 8.

THAT ALLEGED AIRSHIP. / A Correspondent Who Talks of Venus and Varying Strata of the Atmosphere.

Sioux City, March 22.---To the Editor: This evening I have been much entertained by seeing little crowds of people gathering upon the sidewalks or in doorways and at windows, looking at the western sky and talking about "the airship." I understand something of the same sort of thing has been going on for several nights in other localities, and reports are even telegraphed out from Omaha to the effect that "an

"airship" has been seen there or thereabouts floating in the evening sky. If what the people there have seen is that toward which the attention of people in Sioux City has been directed this evening, then those who regard it as an airship carrying an electric light have been fooled by the pranks which variable strata of the atmosphere will sometimes play.

I don't know much about astronomy, but it is my impression that Venus is an evening star now, and that her place in the evening is in the western heavens, and that this is the season of her greatest brilliance in all the year. If this be the case, then the light is supplied by the planet Venus. But some may wonder how a planet could seem to w swing in the sky, and be brilliant for an instant and then fade to the light of an ordinary star. That is perfectly explicable by certain well known laws regarding the passage of rays of light through media of varying density. An object is appreciated by the eye as located in the direction from which the light therefrom may strike the retina. We never see a star as being where it actually is, but always in the last direction taken by the rays as they come toward us. These rays are bent as they pass through the atmosphere, and the denser the atmosphere, the more they are bent. Suppose, now, that the density of the atmosphere should vary while the rays are passing through it--is it not clear that this would make the apparent location of the object vary, and thus make it seem to move? It is this variation in the successive strata of the atmosphere that causes the stars to twinkle on even the clearest night. And then the presence of vaporous strata in the air will act as a curtain--the more dense the particular stratum that may be interposed between us and the object, the less clearly we see it. This explains why, at a time such as this, when currents and strata of varying density streak the air, the brilliant Venus seems to swing in the sky, and to pale and then increase in light--and be taken for "an airship." Yours truly, Skeptic.

Mar. 25, p. 6. "SKEPTIC" HAS A CRITIC (A writer agrees that the airship reports are due to Venus and atmospheric strata, but questions the explanation for the twinkling of the stars. Skeptic replies in the same column [he works for the newspaper?] from an article in the Encyclopaedia Britannica.)

1897 March 24 (Wed.) Sioux City Journal, p. 8c.

JOTTINGS ABOUT TOWN...

Patrolman Reeve says that last night when people were watching Venus, thinking the evening star was an airship, that he had lots of fun while patrolling his beat. Reeve told one party of gazers that the lights were that of an airship which was making its way from the planet Mars to the United States and that the two planets would soon be warring over a tariff bill. He told another person that it was an airship in charge of a party of Bohemians, and that they would alight at North Riverside, where he was going to converse with the owner of the ship, as he could talk Bohemian as well as Indian. The patrolman says people actually believed this nonsense.

Mar. 17, 2. Omaha atrp.

Mar. 26, 5. Chi Record notice abt Venus being taken for Star of Beth.

Mar. 30, 6. KC Times report abt Topeka sighting.

25, 8. Insane man trying to interest people in his flying mach. invention.

28, 16. Nanticoke, N.Y. "omen."

1897 April 16 (Fri) Boston Globe, p. 6.

THE AIR SHIP QUESTION.

The numerous reports that come from the west of the appearance of a huge airship, which it is claimed has been seen at various points, may, or may not, be well founded. But there is nothing inherently improbable in them.

Trained scientific men, who speak from well-grounded knowledge, have admitted, for a number of years, that aerial navigation is a possibility; and it has long been thought that the practical difficulties in the way of effecting it would soon be overcome. It would not be at all surprising if those practical difficulties had now in reality been solved. At any rate, if the air ship is not an actual consummation we may expect its appearance at any time.

The 19th century has been an era of unparalleled invention. If the air ship shall be invented and perfected before the close of the century it will furnish a memorable climax to an era that is already without a parallel.

1897 April 16 (Fri) (Iron Mtn, Mich.) Daily Tribune, p. 2.

Not an Air Ship. / Black Speck in the Heavens This Morning Attracted Many People. /

A huge dark object, soaring heavenward directly above the Hulst school this morning, attracted many people who believed the airship had truly struck the upper peninsula. It proved to be a tailless kite made by Dr. Crowell for the amusement of his children. The kite is made after the Japanese pattern only the body is considerably larger, and no difficulty is experienced when the unique and original affair is several hundred feet heavenward.

19, 2. Arap explodes. / Dr. Cahoon says he came from a Detroit on the "airship," arriving at midnight. / May 15, 1. Barnard.

1897 April 17 (Sat) State Republican (Lansing, Mich.), p. 1. (card 1)

THE AIRSHIP / Is Now Taking a Rest in This City / THE INVENTOR INTERVIEWED BY A REPUBLICAN REPORTER / Ship Bails From San Francisco and Is on a Trial Trip / MADE A COMPLETE TOUR OF THE CENTRAL UNITED STATES / Duck Hunter Winged It Thursday at Pine Lake / And the Ship Has Put in Here for Repairs--H.H. Cooley Has Leased It For an Easter Excursion--Bill McGiveron's Experience With the Aerial Monster--Strange Story That Comes From Williamston. /

Notice--All people desirous of taking a ride on the air ship, are requested to leave their names with H.H. Cooley, who will manage the Easter excursion. Accommodations 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 startling announcement was posted conspicuously in the windows of H.H. 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 1 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 standpipe."

The clock in the city hall struck 1 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 ruck-falked 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 winglike 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 beging 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 whisperers 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 Orphans' Home for Senator Thompson. Don't bring Oom Sybrant Wesselius 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 no 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 Dublin back 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 your all 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 note was left at the Republican office this morning: I saw the airship last night--10:30 p.m.--over my barn--about 800 feet long--hip brute--row of Japanese lanterns all along top--large wide sail like a fan--tail dove--dark bay in color--and I heard voices from above--sounded like Jim Baird and Charlie Eicher--no fake--wake affidavit." / BID OSBORNE. /

A dispatch from Wm. Mcgiveron, confirms the report that the airship was seen at Pine Lake Thursday night. William denotes and says that in the darkest hour of the night he was awakened from his peaceful slumbers by a tap on his window and the glare of a light that at first blinded him. On stepping out into the night he was accosted by a voice from above, which told him that the light was from the airship; that during the afternoon the ship had been lying concealed behind the bank of clouds over the lake and that a stray shot from the gun of some duck hunter had injured one of the ship's wings and they were laying by for repairs. William then says that he was directed to prepare four dozen egg sandwiches and a kettle of coffee for the crew, and when prepared the provender was hoisted on board with a scoop fully as large as a freight car, and paid for in Canadian quarters. Williams further says that the aerial monster appeared about 300 feet above the lake but only the outlines were visible on account of the brilliant searchlight which made everything below as light as day and above as dark as midnight ~~xxx~~ during a cyclone. He observed a red light at each end and thinks the ship was fully half a mile long. All appeals to be taken on board were met with the merry hal hal but Williams says he thinks the occupants hailed from either Kentucky or Milwaukee as they asked for a corkscrew. Bill says if he knew their address he would have the whole crew arrested for violating the fish law for the light reflected so strongly on the lake that it was no trouble for the occupants of the ship to pick out the biggest and best fish in the lake with a long-handled spear. Just before daylight the ship sailed off towards this city. The whirr of themachinery was plainly discernible for several moments. /

ANOTHER ACCOUNT / The Airship Alighted Near Williamston Last Night. Williamston, Mich., April 17.--(Special.)--This morning at a point a mile and a half south and west of this village, a balloon or flying machine alighted. The air ship was seen about an hour before it alighted by a dozen farmers or more, who had been watching it. On its attempt to alight they gathered around, but a good many of them did not remain long after the landing of the ship. A strange man, if man he might be called, was in charge of the ship. While he seemed to have plenty of heavy clothes, which look like the pelts of polar bears, he seemed to have no use for them, as he was almost naked and seemed to be suffering from the heat. He is about 9 1/2 feet tall and his talk, while musical, is not talk at all, but seems to be a repetition of bellowing. One of the farmers who was somewhat braver, attempted to go near him, and got a kick that will last him for some time, having got his hip broken. Great excitement prevails here, and lots of people are flocking here from Okemos and Locke to view the strange being at a distance, as no one dares to go near. He seems to be trying to talk to the people. The people here are credulous, and those that have not seen refuse to believe the report, although six of the best people in that ~~xxxxxx~~ locality are ~~xxx~~ here and affirm that it is the truth. From their excited manners we are led to believe that no hoax exists. His balloon seems to be out of repair. At 8:10 last evening the air ship passed south and a little west of this village. Hundreds of people watched its flight.

1897 April 17 (Sat morn) Sioux City, Ia., Journal, p. 6. (card 1)

THAT UBIQUITOUS AIRSHIP. / Many Persons in Various Iowa and Dakota Towns Think They Saw It.

Vermillion, April 16.--Special: The "airship" was seen here last night about 11 o'clock--so say twenty or more young men who were on the street at that time. The light--for that was all that could be seen--first made its appearance from the northeast, and made a complete circuit of the business portion of the city, moving very slowly. The color of the light was red, and it seemed to be very large. The "airship" was the topic for general discussion this morning on the streets of the city. All sorts of stories were told, but when it leaked out that a certain grocer's son had made a large sized kite the day before, and that there was a bare possibility that the kite and a lantern attached for a tail had caused the delusion, there has been a great deal less confidence in the tone of the story.

Emerson, April 16.--Special: Last night the "airship" passed over Emerson. It was in sight for about fifteen minutes, between 9 and 10 o'clock. It was described as cigar shaped and having a row of red lights along the sides. It was moving southwest at a rather slow rate. It was seen by Messdames Olmstead and Parmelee and Messrs. Parmelee, Ross and Smith, all residents of Emerson and people of undoubted veracity.

Moville, April 16.--Special: W.L. Sanborn, a prominent grain dealer of this town, has seen the airship and can fully describe it. He had just returned from Sioux City last night when his attention was called to a remarkable object in the sky marked by red and green lights. It was northwest of town and he described it as an oblong body of fair size with great lights fore and aft. He noticed the singular feature of the lights that they were changeable--a deep red flashing out, then changing to a dark green. They were very brilliant when he first observed the airship it was not over 100 feet from the earth and moving from the southeast to northwest. Mr. Sanborn, on discovering the airship, called to his wife and children, and together they watched it until it disappeared from sight.

Pierre, April 16.--Special: A number of citizens of this city, East Pierre and Fort Pierre are certain they saw the mysterious airship about 9 o'clock last night passing rapidly over toward the west several hundred feet in the air and traveling at a rapid speed. Most of them only claim to have seen a bright light resembling a locomotive

headlight, but others are just as certain they saw a long dark object hanging below the light, and others that the dark object was supplied with long arms extended from each side. George Strong, of East Pierre, is certain he saw the dark object below the light, as is James Seals, of this city. Fire Chief Monhouse saw the light, as well as J.R. McCloud and a number of other residents of Fort Pierre. If it was not an airship it was something which made the people who saw it think it was at least.

[Pic.: Appearance of the airship is verified from various localities. --Chicago Times Herald. Shows people looking through liquor bottles used as telescopes toward monster bug flying in the air.]

16, 4. The arsp is like most spirit mediums: It performs its wonders only in the dark, where a good view is impossible.

Apr April 1, 2. Arsp in Oms. 16, 8. Winkle & Hulle. 22, 3. Edison on arspas. 30, 9. Hamilton's cow.

17, p. 8. Jottings About Town.

Stories about the airship have become so common as to be tiresome, but it has been a few days since anyone in Sioux City has reported sighting the overhead traveler. A man who was at Morning Side Thursday night, however, is sure that he saw the strange machine which has been bothering so many people. He says he distinctly and certainly saw it move across the sky in a westerly direction. He insists that it could not have been Venus, and is almost as positive that it was not a balloon. He says he could see the shape of the ship, and his description in that regard would lead one to believe he has been reading the tales of other sky gawvers, for he describes the strange thing as "shaped like a cigar."

26. SEVERAL WERE POOLED. (April Fool's pranks) ...

A gang of boys near the city building resolved themselves into a self-appointed committee to keep before the minds of the people the fact that it was April Fool's day. Scores of innocent people craned their necks around the tower of the government building in a vain endeavor to sight a balloon or an airship, and all they got for their trouble was the information that it was the first of April and they were [sy]. The committee stopped almost every wagon that went by, and informed the driver thereof that [] had been revolving. Whether or not the teamsters took this information as a personal reflection, many of them could not see the joke. Others of them drove on good naturedly, but one old man got out of his wagon, whip in hand, and chased the boys around the block. (last line: "It

12, 2 Howardan Has "Em--see Des Moines Leader 13/3 passed overhd & dia) 1897 April 20 (Tues) (Harrisonville, Ky.) Rustler, p. 4.

The Airship.

Anent the airship that has so mysteriously appeared and disappeared at different places recently, a telegram is reported to have been received from Springfield, Tenn., Sunday night to the effect that the mysterious aerial visitor had passed that place headed this way. Acting upon the information thus received several of our citizens sat up till a late hour awaiting its passage, but it being chilly and getting late in the night most of them gave up the vigil without being rewarded by sight of the strange phenomenon that is destined to revolutionize navigation and locomotion. We have it, however, on the word of Mr. Ellie Howard, a gentleman of well known truthfulness in all matters relating to a practical joke of harmless tendencies, that the ship undoubtedly did pass. It hovered around the base ball park, so Mr. Howard said, and seemed to be debating in its mind whether it would take it along in its flight through the air, but concluded to leave it on terra firma; at least it is still there.

May 4, p. 1. THE AIR-SHIP / Seen at Charleston--Sails in From the Northwest

And lights in front of B.L. Franklin's store. When first seen it was thought by the citizens that its occupants had lost control of it, but when asked why they had visited that little town, they said they had sailed by there to purchase food and raisent for the summer, and went into B.L. Franklin's store and purchased all the granulated sugar at 20 pounds for \$1.00 that they would need this summer, and all the Arbuckle Coffee at 15 cents a pound that they would need until they would want to come through this country again. After loading their ship with the various Bargains given by this store, they stepped aboard and ordered it to pull out for parts unknown. Profit by the expensess example of these wise ship-builders, and come and get your share of the Bargains that are now being given at this ~~xxx~~ store.

1897 April 21 (Wed) Rockville, Ind., Republican, pt. 1, p. 1.

Additional Local.

Every day brings new developments in the air ship mystery and somewhat reluctantly, through fear of being discredited, every once in a while some fellow confesses that he has seen something strange in the heavens. The latest is that our very efficient assessor, C.B. Carver, sighted the strange thing while returning home from town one evening last week and wrestled with his conscientiousness of duty for considerable time as to whether or not he should take steps to list it for taxation.

Sept. 2 p. 3.

It looked for a time as though the airship had passed Rockville up, but we were honored last Thursday evening and have no less authority for the statement than W.N. Carlisle, president of the town council. Mr. Carlisle says that about 11 o'clock in the evening mentioned he with three others distinctly saw a mysterious object in the air, apparently following the course of High street eastward. It appeared from their point of observation about 20 feet in length and 8 or 10 wide, and was carrying a green light in front and two red ones in the rear. The rumor that the aerial mystery is a section of Prof. Tom Grinley's aeronautic circus is generally discredited here, but some have accepted the

theory that it represents the vanishing hope of the popocratic municipal ticket.

May 12-pt. 2 p. 2. The arsp an advertising scheme (St. Louis Republic).
1897 April 23 (Fri) (Wald Madisonville, Ky.), Hustler, p. 1.

The Air Ship.

We people at Madisonville were beginning to feel just a little afraid that the air-ship would miss us and that we would not get a glimpse of that aerial ruffia affair. But success comes to him who waits and it has come to our people at last. It was seen to pass over our town last Tuesday night about 8 o'clock. The object, let it be what it may, was seen by quite a number of our citizens at that time, and by citizens who had not been near a saloon for twenty-four hours. It seems to be a difficult matter to describe the object intelligently, as different people saw it from different standpoints, but all agree in saying that it carried two kinds of colored lights at its head. It was pursuing a westward course when it passed our town. It moved in a zigzag manner, some times bobbing up and down sometimes dipping down. It some times veered to the right and then to the left. It continued until it was out of sight.

The question is, what is it? It has been observed in various portions of the United States during the past week or ten days and at all these points it presents pretty much the same appearance. The outline of the ship, or whatever it may be, was not discernible to any one. The supposed head-lights were all that could be seen. It will hardly do to say that it was an escaped balloon, as such a thing could not, or rather would not be likely to remain in the upper air so long a time. We are really at a loss to understand or to explain the strange affair. As we know nothing in the world about what it is, or where it is going, we shall refrain from surmising as to what it is, but content ourselves by reporting what others say about it who have seen it. We suggest, however, that it may perhaps be the headlight of the promised wave of prosperity that we all so much desire to see. In that event we extend it a most cordial welcome and ask that it may strike this part of the moral vineyard one of its heaviest blows.

1897 May 13 (Th) Brownstown (Ind.) Banner, p. 8.

Vallonia Sayings and Doings.

Henry Rich informs us that while out fishing last Wednesday he saw the "Flying Machine." He thinks it an omen of good times and plenty of McKinley prosperity. Henry, it may have been distributing post office commissions.

April 20, ex Republican Progress (Bloomington, Ind.), p. 3.

--Just now it is the proper thing to see the "air ship" with red and green lights, great wings, the body cigar shaped, and rushing through space "up in the sky so high." It is said that a great quantity of whiskey is now mixed in tubs and pails with red pepper and dog-leg tobacco to give it the proper bite.

Spokane Daily Chronicle, Mon. July 6, 1897, p. 1. A BEACON LIGHT. / Contractor Loy and Family are Camping on Old Baldy. /

A morning paper of this city had a startling account of a "Beacon Light" on Old Baldy yesterday morning, and over a column was devoted to the wonderful phenomenon. It now transpires that the said light was nothing more nor less than a good old-fashioned camp fire, built by Engineer George J. Loy and his family, residents of Lidgerwood park, who were camping on the mountain sides.

They had previously notified their friends in this city to watch for the camp fire Saturday night, and these friends were delighted with the sight, but they were greatly amused to read Sunday morning's paper and its startling account of the great mystery.

1897 August 3 (Tue) (Portland) Morning Oregonian, p.

THE AIRSHIP AGAIN. / Strange to Say, It Passed Port Townsend Unobserved.

VICTORIA, Aug. 2.--The illuminated aerial visitor that has been mystifying the people of the Northwest for several months past made two recent appearances near Victoria. Three ladies camping at Sidney, a few nights ago, saw it, and watched it for half an hour. It appeared to be moving slowly to the north. One lady described it as a red column of fire apparently 50 feet long.

Sunday morning about 2 o'clock it was seen by Messrs. Tatum, Young and Wolfenden, who camped near Goldstream. It worked in a northwesterly direction. The three men watched it until daylight, when it disappeared. It was shaped like a balloon, but its light was more brilliant than it would be possible to light a balloon. The light was the color of electric light, and the object was steadily throwing out rays. It was not very high. From descriptions, the object would appear to be a visitor from the skies. It was not affected by the wind.

1898 January 3 () Tribune de Genève (LDLN #114, Oct. '71, Pages Suppl., C).

FRIBOURG.

A new bolide, says the "Liberte" of Fribourg, has been seen at Romont. Tuesday evening, about 20:30. It was seen for around 15 to 20 minutes. was of the size of a good-sized star, was like a ball of fire, now redder, now whiter. It began over Gros-Mont, where it circled in different directions; then it followed through space the direction toward Romont almost as far as between Berlens and Mézières, but always at a great height, then it returned in the same direction and disappeared behind the same cluster of mountains. (A bolide on Oct. 13, 1897, was even larger.)

Feb. 10, 1898 (Th), 4th ed., p. 2.

According to what was telegraphed from Lyon on the night between

Saturday and Sunday, at three and a half hours in the morning, a magnificent bolide traced its parabola in the sky of the region of Lyon. Its course was from north to south and its size comparable to that of the disc of the moon at its greatest height above the horizon. The brightness of the meteor was considerable enough to see clearly, making it quite [like], at the time of its passage, magnificent moonlight in a clear sky: it offered moreover this peculiarity--of emitting luminous colored flashes changing from blue to green with red [streaks]. Toward the middle of its course the migrating star divided into two parts, seeming obviously equal, and which disappeared with an extreme rapidity, the one going away from the other.

1898. Comptes Rendus (Paris), v. 126, pp. 295-6.

METEOROLOGY.--Observation of a double bolide at Vannes, January 3, 1898. Note by M. Georget, presented by M. O. Callandreaux.

"Last January 3, returning home toward 8:40 p.m., as I turned around I saw in a northeasterly direction at an elevation of 30° to 40° a quite brilliant luminous meteor, of the color of the planet Mars, and it traversed the sky very slowly. It went away in a northerly direction and disappeared at the horizon on the extension of the stars and Ursa Majoris, behind the hills located north of Vannes, 8 or 10 km. away, and dominating the city of 110[thousand].

"It followed a trajectory of 45° in extent in 5 or 6 minutes, during which time it constantly diminished in brightness like a luminous body going away. Toward the disappearance it was believed that a yellow-reddish flash was seen.

"I was able to examine this meteor for several minutes with the aid of a small telescope of 30mm [aperture] ([a Coulier terrestrial telescope]). It showed the shape of two luminous bodies A and B situated almost at the same elevation, the brighter A in front. A remarkable peculiarity: the movement of B was subject to abrupt oscillations (swings); they lasted half a second; 4 or 5 a minute were counted.

"Two luminous balloons [could be said] connected to one another."

M. Callandreaux adds the following remark:

"The observation made by [Major] Georget is very important. It is comparable to an observation up till now perhaps the only one of its kind, made by Schmidt. This astronomer saw, on October 19, 1863, a bolide travel with exceptional slowness. He was able to examine it with a comet searcher [telescope] and declared that it was double."

p. 495: M. Callandreaux announces that the notable luminous meteor like a bolide, in the January 17 session, should be attributed, following information gathered, to a montgolfier [fire balloon].

1898 October 27. Nature, v. 58, no. 1513, p. 626.

A correspondent sends us a letter he has received from Ballvarthur, in the Vale of Owca, County Wicklow, with reference to a curious object observed in the sky on Wednesday evening, October 19, about six o'clock. The object was visible in the south-west, and looked like a three-quarter moon. It was moving gradually from south-east to north-west, and appeared to the observer to go down behind the Croghan Kin-sella mountain. It was of a golden colour, and was seen for four or five minutes. The suggestion is made that the object was a meteor, but it may have been merely an escaped balloon. Perhaps it was seen by other observers in Wicklow or Wexford, who could give further particulars concerning it.

1906 July 8 (Sun) Indianapolis Star, p. 22.

HAS REAL WILD MAN / He Roosts in Tree Boughs / Long Island People Throw Into Panic Over Antics of Creature Who Worries Lovers.

BALDWIN, L.I., July 7.--That a wild man lurks in the woods hard by this village there can be no possible doubt. Constable Stephen Pettit led a posse into the haunts of the creature, but was able to find only a few deserted nests in the trees where the unwelcome visitor had lodged. Residents are in a state bordering on terror. They bar and bolt their doors at night and two or three of the inhabitants have set spring guns on their front porches.

Because the creature has been seen perched like a wild turkey the story has gained circulation that he has wings. Sempronis Jenkins, principal of the Freeport High School, has called him Dracula, after the principal character in one of Bram Stoker's novels, and the watchword of all Nassau is "Dracula alive or dead."

Dracula has been wandering near the pumping station, which is used to supply a portion of Brooklyn. He has also appeared at dawn to Mr. Simpkin, who was gathering the products of his Plymouth Rocks. The wild man seized the rubber dating stamp which Mr. Simpkin was about to imprint an egg, and with a fiendish cry tore across the railroad track and disappeared in a clump of blackberry bushes. Haunts the Kissing Bridge.

Young persons who are accustomed to visiting the kissing bridge at twilight now shun it, for the unpleasant experience of a Freeport couple there has alarmed the community. They were leaning against the rail when the wild man approached and laid a heavy hand on the youth's shoulder and then laughing in his face suddenly swung himself into the branches of a weeping willow which was on the bank of the stream.

Miss Conway, who lives in Oakview avenue, outside of the main portion of this village, declares that last Monday afternoon she saw a tall man emerge from the woods. His clothing, which was torn and threadbare, was black. His hair was intensely black and he also wore a black moustache.

His eyes had a wild and restless expression and she also stated that his feet, which were incased in patent leather shoes, seemed small and that he apparently had little or no toes. The wild man looked about in every direction and, catching sight of an automobile, gave vent to ribald laughter and receded into the underbrush.

Wild men have been seen from time to time in this vicinity, for several sanitariums for the weakminded are within a radius of 10 miles, but

this is the first one who goes to roost. Rude platforms of branches on which he had been in the habit of sleeping are in evidence.

Unless Dracula is ~~xxxxxx~~ treed by the end of this week preparations will be made for a manhunt next Sunday and the woods will be filled with determined sportsmen.

1906 November 11 (Sun) Indianapolis Star, p. 40.

(card 1)

Meteor Grazes Ship in Mid-Ocean / With a Roaring Sizzle It Plunges Into the Water Near St. Andrew. / Gleaming Tail "A Mile Long." / Steamship Passes Through Shower of Hot Fragments. /

New York, Nov. 10.—When the Phoenix liner St. Andrew, from Antwerp, tied up alongside her pier in Hoboken yesterday the sole topic of conversation that came to the ear of the stowedore on shore was the narrow escape of the freighter from being melted and sunk by a red-hot fragment of a star that fell alongside last Tuesday afternoon, when the vessel was 60 miles to the eastward of Cape Race.

First Officer V. Spencer, who was on the bridge at the time, told how the meteor, with a flaming tail "a mile long," came zigzagging out of the southern sky a half hour before sunset and disappeared in the sea with a roar and rizzle that terrorized the crew, who saw the awesome spectacle.

That the ship passed through a large shower of meteors there is no doubt, for just before the big one dropped ~~xxx~~ less than a mile away there were three smaller ones ahead that could be plainly seen in the gathering twilight. Then too, the German steamship *Brazilia* of the Hamburg-America line, in yesterday from Hamburg, had on her log an account of meeting a big one at nearly the same time, although 150 miles further to the eastward.

"I was standing on the bridge at half past five," said First Officer Spencer yesterday, "when I saw three meteors ahead, about three miles away, flash as they fell, although it was before sundown. The sky was clouded and I had hardly noticed the fall of the meteors when the chief engineer cried out from below on deck, 'Look at that!'"

"There, off to the south on our port beam, was a ~~big~~ big meteor falling plainly less than a mile away. It appeared to be saucer shaped and showed like a ~~xxxxxxx~~ white-hot coal fully 15' in diameter. Behind it streamed a shower of reddish fire fully a mile long. While we were looking the meteor zigzagged, I suppose on account of its shape, and plunged into the sea. Up rose clouds of steam and the sea boiled for a space fully five or six hundred feet in diameter for several minutes.

"While the flights lasted only a few seconds, it seemed an hour, we saw it so plainly, and had it struck our ship it would have melted its way down through the steel hull and sent us without a moment's warning to the bottom. Since I have thought of it I believe that the phenomenon may explain the loss of ships never accounted for. It is not impossible for a ship to be caught in such a meteoric shower, which would mean instant destruction.

"I have seen many meteoric showers at night in many seas, but never saw a meteor so close at hand. I have no doubt that had it been dark at the time we would have seen a grand display, as we probably passed through a big fall of the star dust or whatever the flaming particles may be."

Capt. Russ of the *Brazilia*, at 7:30 the same night saw a monster meteor, which appeared to drop into the sea.

1908 May 16. *Cosmos* (Paris) n.s. v. 58, p. 535.

(card 1)

CORRESPONDANCE. 7 A meteorological phenomenon.

I believe it will interest the readers of *Cosmos* to give them an account of a phenomenon of which I was witness on May 1, between the hours of 8 and 9 in the evening.

I was seated in front of my house, at Vittel, with my family, profiting after dinner by the first pleasant evening of this spring.

We took pleasure in looking at the stars light up in the sky one after another (the Viviani quick [lighting] has not yet been adopted by the Eternal Father), when we noted, in the direction west-northwest, a star of the first magnitude surrounded by a whitish irradiation (halo) as if the planet (I suppose that it was a planet, but I am not enough of an astronomer to be able to affirm) had been masked by a light gauze which diffused the light.

This nebulous halo, of regular shape all around the planet, occupied less space than the moon when full.

At first we did not attach great importance to it, for two reasons: Initially, since the obscurity was not yet complete, this white halo was less visible, and afterwards, since some light clouds were noticed on this side of the sky after sunset, we were able to believe that this phenomenon, peculiar to this planet, was due to a remnant of these very thin clouds.

But later, the night being darker, all the vapors of the sky were completely dispersed, all the stars bright in great number as usual, we were well-nigh forced to admit that this planet showed something abnormal.

Remaining alone in my walk in my garden, I continued to examine from time to time the phenomenon I had before my eyes.

After around a quarter hour, that is a little before 9 o'clock, I believed I noticed that the shape of the halo which surrounded the planet was no longer uniform, and that the lower part was notched, or rather was cut by a line (secant).

My attention redoubled, as you might imagine, and I was quite able to follow the crossing movement in the segment [in the halo], up to the moment when it showed an exact semi-circle; which is to say that, on one side of the planet, the sky was absolutely clear, clean of all vapors, and on the other it was white on a uniform semi-circular expanse, the white tint diminishing in intensity by reason of the distance of the shape from the center of the planet [?].

At this time, since all this especially intrigued me, I did not take my eyes off it; also, I was able to glimpse very distinctly the still-gauzy segment, cut in two by a black band in the shape of a secant; this black band was readily visible, and it was seen by my brother-in-law, at this time at his window.

This black band moved obliquely, in the direction north-south toward the zenith, and at the same time there disappeared gradually, but rather quickly, the halo which still remained on one side of the planet, which resumed at once the brilliant and clear appearance of the other stars.

I would be happy if the insertion of this note provokes an explanation from a reader of *Cosmos* for this bizarre phenomenon. / V. MOITTESSIER.

We believe that the planet Venus was involved and that the observed appearances were produced by the state of the atmosphere. / R. 1910 January 21 (Fri.) Arkansas Gazette (Little Rock), p. 1.

Mysterious Airship Passes Over Memphis / Darts Across the River, and Is Lost in Arkansas Air—Prominent People See Mysterious Stranger. / Special to the Gazette.

Memphis, Tenn., Jan. 20.—An airship passed over Memphis at 8 o'clock this morning flying east to west by south. It was seen by Joseph Graham Jr. of the county register's office, Thomas Jay Boyle, a prominent attorney, Mrs. Virginia Frazar Boyle, the noted southern poet and writer, and others living in the eastern part of the city.

The machine was very high in the air and seemed traveling at a high rate of speed. Just after crossing the Mississippi river in Arkansas air it veered slightly to the south and was soon lost.

The airship was, it is estimated, going faster than any railroad train ever traveled.

It is believed by many that it was the Tillinghast machine, which was seen around Boston and cities in Maine several weeks ago. 1912 April. *Observatory*, no. 447 (v. 35), p. 168.

This fine fireball must have caused consternation among the ignorant fellahs; but in England we know all about such things—witness the following account of a large triple-headed fireball, visible on March 6 at 8h 5m, which passed over Ireland, ending in the Irish Sea near the Isle of Man. I am indebted to Mr. Denning for the following newspaper extract:—

Excitement was caused among residents of Warrlev on Wednesday evening at the imposing spectacle of a splendidly-illuminated aeroplane passing over the village. The machine was apparently travelling at a tremendous rate, and came from the direction of Bath and went on towards Gloucester.

Tremendous indeed! But we are prepared for anything now-a-days. 1912, January. *A.M. Savage-London, Across Unknown South America* (Boston: Little, Brown & Co., 1913), 336-7.

[On Jan. 3 the author visited Porto Principal, Peru, along the Yanna Yakka River.]

I heard at that place an extraordinary account of how a dirigible balloon, with nobody on board, had some few years before passed over the house. The balloon—which my informant, in his ignorant language, called a "huge square globe"—flew, according to him, a flag, the stars and stripes, and had an anchor dangling down. The balloon was travelling in a westerly direction. It flew a little higher than the trees, and caused a great scare among the natives. My informant told me that there was no one in the car at all, but they waved their hands at him (sic) when they passed over his house! He then told me that the air-ship had passed in the daytime and had quickly disappeared, but that it was beautifully lighted with coloured lights at night. So that it would be difficult from that truthful account to place much reliance on what the man said or on what he had seen at all. It is quite possible—after discarding all the indisputable embroidery from the story—that a balloon actually went over that place, and it possibly may have been Wellman's abandoned balloon, with which he had tried to go across the Atlantic. [Wellman—Oct. 1910]

1925 December 16 (Wed. eve.) Minneapolis Journal, p. 2.

PHANTOM SKY LIGHT Baffles CANADIANS / Expedition Fails to Solve Mystery of 14 Year Old Heavenly Phenomenon

Beechy, Sask., Dec. 16.—For many years the residents of the Buffalo basin district have been mystified by a phantom play of lights whose origin they are unable to solve.

Resembling the sweeping beam of a searchlight or the glare of the headlights of an automobile, the strange illumination for the past 14 years has baffled the neighborhood and defied explanation.

Like previous attempts to discover the source of the phenomenon, the latest expedition has been one of complete failure. A party, determined to get at the root of the mystery, recently launched into the affected area. Observers were stationed at various points and each person kept a close lookout.

Descending apparently from the southern sky, the light was seen faintly at first, but gradually increased in volume. For several minutes the beam held its brilliance, then it faded into a dull glow, only to repeat its vagaries much akin to the throbbing of a lighthouse signal. The party was obliged to abandon its mission none the wiser.

Many theories have been advanced for the existence of this mysterious light, but all have been rejected as unsound. There is no house within a mile of the place, which is located in a wild, uncultivated stretch of slough and hills. Visitors have suggested that the phenomenon might be caused by the reflection from burning straw sticks, but this finds no support among the residents of Buffalo Basin, who point out that the light has been observed in winter and summer alike.

In the meantime the phantom lights continue to inspire terror and superstition in the hearts of those who live in this vicinity and have seen the display for 14 years without solving the origin.

1926 (?) August 5. Nicholas Roerich, *Altai Himalaya* (New York: Frederick A. Stokes Co., 1929), 361-2.

On August fifth--something remarkable! We were in our camp in the Kukonor district not far from the Humboldt Chain. In the morning about half past nine some of our caravaneers noticed a remarkably big black eagle flying above us. Seven of us began to watch this unusual bird. At this same moment another of the caravaneers remarked, "There is something far above the bird." And he shouted in his astonishment. We all saw, in a direction from the north to south, something big and shiny reflecting the sun, like a huge oval moving at great speed. Crossing our camp this thing changed in its direction from south to southeast. And we saw how it disappeared in the intense blue sky. We even had time to take our field glasses and saw quite distinctly an oval form with a shiny surface, one side of which was brilliant from the sun.

Roerich, *The Heart of Asia* (NY: Roerich Museum Press, 1930), pp. 149-50.

A sunny, unclouded morning--the blue sky is brilliant. Over our camp flies a huge, dark vulture. Our Mongols and we watch it. Suddenly one of the Buriat lamas points into the blue sky:

"What is that? A white balloon? An aeroplane?"

We notice something shiny, flying very high, from the northeast to the south. We bring three powerful field glasses from the tents and watch the huge spheroid body shining against the sun, clearly visible against the blue sky and moving very fast. Afterwards we see that it sharply changes its direction from south to southwest and disappears behind the snow-peaked Humboldt chain. The whole camp follows the unusual apparition and the lamas whisper:

"The Sign of Shambhala!"

1929 April 15 (Mon) *New York Times*, p. 27(6).

'FLAMING PLANE' DOUBTED. / Meteor Is Believed to Have Been Seen Plunging Into Lake Erie.

ERIE, Pa., April 14 (AP).--Reports that a flaming airplane had fallen into Lake Erie near here, late last night, received no credence from officials today following an investigation. A thorough search failed to reveal any trace of the plane.

Three persons reported seeing a flaming craft hurtle out of the sky last night, but the opinion was expressed today that what they saw was probably a falling star or meteor.

A Cleveland-Buffalo Air Mail plane was due over the Erie region about the time the ship was reported to have fallen, but inquiry disclosed that it had arrived at Buffalo.

1937 February 5 (Fri) *Svenska Dagbladet*, p. 16.

Ghost flier seen again in Stensele. / Lamps and searchlight observed by three persons. / (From our correspondent.)

UMEA, Thursday. Four persons in Långvattnet, Stensele parish, state that on Tuesday evening they observed an airplane which flew toward Dikanas. The observation was made between 7 and 8 o'clock and the machine went away in a direction toward the Norwegian mountains.

The observations were made at the same time by three persons, merchant Ernst Stenman, [] Stenkvist, and butcher Oskar Holmberg who were together at the time. Their attention was called to it by motor noise, which seemed to come down from an airplane, while at the same time they saw lights in the sky which they believed to be lamps on an airplane. Later they also could see that a searchlight, directed down toward the ground, was carried by the machine. One of the witnesses said in an interview that he is as certain that he saw an airplane as he was that he was in Långvattnet at the time. He was able to see the light for a very long time, nearly a half hour, before it [went] away in the distance.

Two Swedish sport fliers, Edholm and Rosberg, who in daylight fly from Åre over Strömsund and Sorsele to Arvidsjaur, declared that at no time were they out after darkness fell. They do not have the right equipment to risk such an undertaking. From the commandant's staff in Boden comes the information that so far as it is known there, no Swedish machine was over Stensele on Tuesday.

1937 February 9 (Tues) *Svenska Dagbladet*, p. 13.

Ghost flier seen from Norwegian lighthouse. / Unknown hydroplane goes down at Folla: lights searchlight.

OSLO, Monday. (TT) From Trondheim it is reported to the *Aftenposten* that at 21.30 o'clock Wednesday evening an airplane went down at sea three or four quarter-miles west of Kråka lighthouse at Folla. Both the lighthouse keeper and his assistant saw plainly that it was an airplane. They saw first a faint white light, somewhat later a red and a white (hour?) later another red one. When the plane took [to the] water, it lighted a powerful white light, apparently a searchlight. Afterwards the light disappeared. The matter was reported to police and military authorities. The lighthouse personnel cannot state an opinion on the plane's nationality.

1937 July 16 (Fri) *Daily Telegraph* (London), p. 6.

MYSTERY 'PLANE OVER AIRPORT' / AIR MINISTRY INQUIRY

A full inquiry, now being held by the Air Ministry, has not yet established the identity of the 'plane which manoeuvred at a low altitude over Hendon Aerodrome on Tuesday night and disappeared.

"The machine seen on Tuesday night may turn out to be a Service machine, as there were a number in the air at that time," an Air Ministry official said to a representative of *The Daily Telegraph* yesterday.

The authorities are anxious to receive an explanation of the strange behaviour of the machine. It appeared over Hendon Aerodrome at about 11:30 p.m., and circled round as if intending to land.

No intimation had been given that a machine was to land, but the ground staff, called from their beds, turned on the night-landing flares. The machine continued to circle for half an hour, descending as low as 200 ft. Then it began to "stunt," and finally disappeared.

An explanation suggested in Air Force circles is that an R.A.F. pilot was preparing to land at Hendon owing to engine trouble, when at the last moment the defect righted itself and he was able to proceed.

1937 July 17 (Sat.) *Daily Telegraph* (London), p. 14.

THE MYSTERY 'PLANE' / NEW VISIT THIS MORNING

The mystery 'plane which has been seen over London on several occasions again appeared over Central London early this morning.

Flying low, and with two brilliant navigation lights, it approached from the City, passed over Oxford-street, and made a wide sweep around the West End. Then it went away over Westminster.

Previously it had passed over the Air Ministry, where efforts are being made to discover its identity.

Mr. Richard Acland, M.P. for Barnstaple, is to ask a question in Parliament next week about the occurrence.

In official circles it is regarded as highly improbable that the 'plane is a foreign one as has been suggested.

The machine has for several nights past been seen over West and North-West London. Kensington, Hammersmith and St. John's Wood are among the districts from which it has been reported, as well as the R.A.F. aerodrome at Hendon.

Mon. July 19, p. 9. SHADOW ON CLOUDS

Can any of your readers explain the solar phenomenon which we saw here last Wednesday night at about 8.40 p.m.? The sun was just setting and to the west of it there appeared on the clouds a huge shadow of some mighty church tower. This shadow could not have been a straightforward one of Grantham church, as both the sun and the shadow were on one side of us and the church on the other side. Could it have been a shadow caused by reflected light from behind the steeple? We can think of no other explanation.--PAUL GARRARD, King's School, Grantham.

1937 July 19 (Mon) *Daily Telegraph* (London), p. 12.

NIGHT FLYING OVER CITIES / MINISTRY REQUEST TO PILOTS / "AVOID DISTURBING COMMUNITY"

The Air Ministry has issued the following notice:

Pilots are requested to refrain, as far as possible, from flying over cities and towns late at night and in the early hours of the morning. When compelled to do so, they are asked to maintain such an altitude as will avoid causing disturbance to the community.

In reply to a question in the House of Commons at the beginning of this month Col. Muirhead, Under Secretary for Air, stated that he had no legal power to prohibit civil aeroplanes from flying over cities after 10 p.m.

He was arranging, he added, for the attention of civil pilots to be drawn to the undesirability of unnecessary night flying.

The Admiralty and Air Ministry yesterday had no information concerning reports that an officer on leave was the mystery flyer who has been flying low over London at night.

An official said that no action had been taken by the Air Ministry

1937 July 20 (Tues) *Daily Telegraph* (London), p. 16.

MYSTERY NIGHT FLIER / AN "ABSURD" REPORT

The Air Ministry is continuing its inquiries in an effort to establish the identity of the airman who, in a night flight over the London area last week, "stunted" for a short while over Hendon aerodrome.

Contrary to reports (not published in *The Daily Telegraph*), this was the only recent "mystery flight" over London. Since then, so far as is known officially, no aircraft, either civil or Service, have been up on other than normal flights.

In Service circles it is thought possible that a flier, who may have been a member of the R.A.F., decided to "stunt" over Hendon because he had friends at the aerodrome there. A suggestion that the flight was carried out by an R.A.F. officer to expose the deficiencies of London's air defences is described as absurd.

July 19 (Mon) p. 10. AIRMEN OVER LONDON / No Police Control To the Editor of "The Daily Telegraph"

Sir--The repeated appearance of unidentified aircraft over London late at night focuses attention on the fact that Britain, unlike most of the Great Powers, has no aerial police.

It appears that the machines in question were breaking no regulations, and the possibility of their being of foreign origin is remote. Indeed it has been suggested that a Service officer on leave was the pilot most recently concerned. But the unpleasant fact remains that, whatever the nationality of a machine and whatever the regulations, it would still remain "unidentified."

There is nothing to prevent a machine flying low over a city in the dark to the great danger and discomfort of the would-be sleeping populace, and getting away unpunished. In daytime, of course, identification would be easy, but at night, under present conditions, it is impossible.

In Germany, Austria, France, Czechoslovakia and many other countries the police have a special branch with the ground organisation and machines necessary to keep them "au fait" with everything that goes on in the air. Such a force could, in a case of emergency, render great service to national security. At all times it could cooperate with the land police for speedy and efficient combating of crime.--Yours, &c., / W. L. HEReward. / London, W. 11, July 17.

1937 July 23 (Sat) Daily Telegraph (London), p. 16.

UNKNOWN 'PLANE OVER ATLANTIC / BRITISH SHIP'S REPORT / From Our Own Correspondent / NEW YORK, Thursday.

United States aviation officials are completely mystified by a report that the crew of the 4,553-ton British steamship Coryton, 500 miles from the coast of Newfoundland, saw an aeroplane pass overhead at 2 a.m. to-day and disappear in the direction of Europe.

A radio message from the ship stated that the aeroplane's navigation lights could clearly be seen, although the master was unable to determine the type and size of the machine.

All United States pilots who might secretly have started off on such a flight, including Dick Merrill, Jimmy Mattern and Howard Hughes were traced today.

Two theories are advanced here. Either someone is making a lone bid for the long-distance record or else the occupant of the unidentified 'plane is determined to commit suicide.

Nothing apparently is known at any United States or Canadian airport of the departure of any 'plane capable of reaching the other side of the Atlantic.

Sat. July 24, p. 11. 10,000 CLIMB TO SEE "VISION" / GIRLS' STORY OF MIRACLE / From Our Own Correspondent / BELLINO, Italy, Friday.

More than 10,000 people climbed up a mountain road at Voltago today in the hope of seeing a vision of the Virgin with the Child Jesus. Five girls had asserted that they had seen the apparition several times a day since July 5, while they were tending their flocks.

So great have been the crowds that three lives have been lost on the roads. There are so many cars and motor-cycles that accidents are frequent.

The visions generally occur in the early afternoon. Crowds have waited for hours near the spot in the hope of seeing the apparition, but so far no one except the girls have claimed to have seen it.

Fri. Aug. 13, p. 11. WRECK OF 'PLANE OFF NEWFOUNDLAND / MYSTERY FLIGHT REPORT

ST. JOHN'S, Newfoundland, Thursday.

A schooner which has just put in here reports having sighted an aeroplane floating bottom upwards off St. Francis Cape, Newfoundland.

No aeroplanes have been reported missing in this area, but a British ship reported on July 21 a mysterious aeroplane, which was never accounted for, flying eastwards across the Atlantic.

Nothing has since been heard of this machine.--Reuter.

1943 October 14. Martin Cadin, Black Thursday (New York: E.P. Dutton Co., 1960), 211 212.

(card 1)

[During the Allied bombing raid on Schweinfurt on this night. UFOs were sighted].

During the bomb run of several groups, starting at about the time the Fortresses approached the Initial Point, there occurred one of the most baffling incidents of World War II, and an enigma that to this day defies all explanation.

As the bombers of the 384th Group swung into the final bomb run after passing the Initial Point, the fighter attacks fell off. This point is vital, and pilots were queried extensively, as were other crew members, as to the position at that time of the German fighter planes. Every man interrogated was firm in his statement that "at the time there were no enemy aircraft above."

At this moment the pilots and top turret gunners, as well as several crewmen in the plexiglas noses of the bombers, reported a cluster of discs in the path of the 384th's formation and closing with the bombers. The startled exclamations focused attention on the phenomenon, and the crews talked back and forth, discussing and confirming the astonishing sight before them.

The discs in the cluster were agreed upon as being silver colored about one inch thick and three inches in diameter. They were easily seen by the B-17 crewmen, gliding down slowly in a very uniform cluster.

And then the "impossible" happened. B-17 Number 026 closed rapidly with a cluster of discs; the pilot attempted to evade an imminent collision with the objects, but was unsuccessful in his maneuver. He reported at the intelligence debriefing that his "right wing went directly through a cluster with absolutely no effect on engines or plane surface."

The intelligence officers pressed their questioning, and the pilot stated further that one of the discs was heard to strike the tail assembly of his B-17, but that neither he nor any member of the crew heard or witnessed an explosion.

He further explained that about twenty feet from the discs the pilots sighted a mass of black debris of varying sizes in clusters of three by four feet.

The SECRET report added: "Also observed two other A/C flying through silver discs with no apparent damage. Observed discs and debris two other times but could not determine where it came from."

No further information on this baffling incident has been uncovered, with the exception that such discs were observed by pilots and crew members on missions prior to, and after, Mission 115 of October 14, 1943.

Memorandum of October 24, 1943, from Major E.R.T. Holmes, F.L.O. East Bombardment Division, Reference FLO/18W/REP/126, to M.I. 15, War Office, Whitehall, London, S.W. (copy to Colonel E.W. Thomson, A-2, Finestrae).

1946 June 11 (Tues) London Times, p. 3c.

SKY LIT UP IN SOUTH FINLAND / FROM OUR CORRESPONDENT/ HELSINKI, June 10
A powerful light in the sky was observed on Sunday night from sev-

eral places in south Finland. At Helsinki it lit up the sky for 10 minutes, leaving a trail of smoke. Two minutes after its disappearance a rumbling sound was heard far away. Estimates as to its direction were contradictory. Military eyewitnesses were convinced that the object, whatever it was, was rocket-driven.

1946 August 16 (Fri) Berlingske Tidende, pp. 124 1,2.

Ghost Rocket Over Copenhagen Last Night. / Seen by many witnesses in Hellerup and Charlottenlund / The rocket went northward at a slow speed.

One of the very strange ghost rockets passed over Copenhagen last night, where it was sighted at many places on the city's northern periphery. Statements agree both in regard to time and appearance and in one case [the statement] is made by a Danish military man. There cannot be talk of any fraud.

A cottage dweller in Tuborgvej described for the "Berlingske Tidende" the phenomenon thusly: A rocket, which had the shape of a red fireball, came from the southwest and went in an easterly direction until it reached a point where it looked like it lay over Hellerup. Here it turned and took a course toward the north and disappeared in the direction of Kampenborg. I together with many others witnessed the rocket from 21.45 o'clock, when it came into sight, and I was able to follow it till 22.10 o'clock, when it disappeared. It made no noise, but was lighted with a little flickering gleam. The light height had to be several thousand meters.

A witness in Charlottenlund said that he saw the rocket come from the south with a course northward. The speed was mostly slower than an airplane's, likely about 100 km. He estimated the height at 4-5000 meters. The time was 22.05 o'clock, which agrees entirely with the sightings from Hellerup.

The matter was reported to the Østsjælland Marine district [administration].

1946 August 17 (Sat. Horn) Berlingske Tidende (Copenhagen), p. 1.

Ghost rockets over Sydsjælland and Skaane yesterday.

Aviation expert Capt. John Foltman gives a sensational description of the find which the allies made at the German rocket laboratory. / "Schmetterling," "Wasserfall," "Henschell HS298" and the mysterious "X 4" were the Germans' newest rocket bombs.

Yesterday ghost rockets appeared again over Scandinavia, two of the red-glowing, giant projectiles were, according to what was reported from Køge, observed early Friday morning over Tureby in Køge's southern upland. It came from the south and resembled a glowing giant cigar.

In space xxxxxx flames a score of meters long spread, followed by white smoke. One rocket went rather low, around a kilometer's height, and its northward course could be plainly followed. The rocket was sighted by several persons.

Also over southern Sweden on Friday morning at 6 o'clock several rocket projectiles were observed; they exploded with a sharp crack, then occurred a hailstorm. After the explosion the smell of gunpowder was plainly noticed, it was said in a telegram from Malmö. The explosion was so violent that houses shook and a couple of window panes broke. The projectile was, in the eyewitnesses' judgment, at about 500 meters height when the explosion occurred. After the explosion there formed [something] like a fog, which could still be seen after the hailstorm was over [?].

(A rocket expert discusses German developments during the war.) The red-glowing projectile, which was reported over Scandinavia and which no expert has yet been so lucky as to be eyewitness to, is certainly a xxxxxxxx continuation of war[time] rocket experiments.

1946 August 18 (Sun) Berlingske Tidende (Copenhagen), p. 4.

New Observations of the Ghost Rockets

Last night the ghost rockets popped up again. At 22 o'clock they were seen by diverse witnesses in Copenhagen's nearby neighborhoods moving in a direction from the south toward the north.

Some witnesses in the northwesterly part of Nyxxxxxx the city saw two out over the Sound on a course [from] Gentofte-Charlottenlund. They came in any case within some few minutes' interval and showed themselves as bright points of light. The first was very high up and moved comparatively slowly. The other was located considerably lower and looked as if it moved jerkily, simultaneously with the point of light being followed by a flashing glare.

A company of five persons in Hellerup observed at the same time one of the mysterious rockets. It was sighted for a half-score minutes while it moved in a northerly direction as a very clear and brightly lighted point.

1946 September 19 (Th) Corriere della Sera (Milan), p. 1.

A new ball of fire plies the sky at Imola / Imola 18 Sept., night.

Another phenomenon similar to that recorded the other evening at 22 o'clock in the sky of Modena occurred in our city exactly at 19:34 o'clock. A kind of fiery ball described a short parabola in a north-easterly direction, leaving behind it a luminous trail of fire. Since at that hour there was still [limited] visibility few citizens noticed the phenomenon and for the same reason [] to treat it as one of the usual meteors frequent on summer nights. It is still not possible to establish the nature of this bolide.

Wed. Sept. 25, p. 1. The mysterious ball of fire was an astronomical phenomenon. / Rome, 24 September, night.

The luminous bodies appearing recently in the skies of Italy are astronomical phenomena which generally occur at intervals of 30 years, states meteorology professor Filippo Eredie. It seems to be a veritable rain of bolides, which probably comes from the comet of Tuttle which appeared in [1862]. The incandescence is produced by a collection of microscopic particles which detach from the central nucleus; in the early hours of morning meteors are most readily visible.