

ROBERT G. J. NEELEY:  
"UFOs OF 1896/1897. THE AIRSHIP WAVE"  
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This book is gratefully dedicated to my wife, Bonnie, and my children, Dawn, Heather, and Boboy, who reluctantly, though unselfishly, sacrificed our valuable time together on vacations, days off, and evenings so that I could spend the necessary long hours in libraries.

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

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

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

A JOURNEY BACKWARDS

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

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

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

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

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

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

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

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



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

This brings us to my study. Shortly after reading Loren Gross' booklet, I became interested in doing the same with the Illinois papers. My findings were published in Vol. 1, No. 1 issue of The Journal of UFO Studies. While doing this research, I noted the many references to reports from adjoining states. I began a study of newspapers from these states. Before I knew it, I was obsessed with the airship and was viewing newspapers from all over the country. This was being done through interlibrary loan of newspaper microfilms. This process is very time consuming and, at times, frustrating. I realized that for me to see all available copies of newspapers from the airship era, it would take more years than I have to devote to it. I received a grant from the Fund for UFO Research which enabled me to make trips to the libraries that held large collections of 1895-1997 newspapers. By the end of this 3 year study, 4,935 different newspapers were viewed. Rather than list all of the newspapers viewed, a listing of the number of papers seen per state is below:

ALABAMA	57	ARIZONA	18
ARKANSAS	50	CALIFORNIA	68
COLORADO	91	CONNECTICUT	27
DELAWARE	8	D.C.	6
FLORIDA	10	GEORGIA	65
IDAHO	36	ILLINOIS	280
INDIANA	201	IOWA	279
KANSAS	369	KENTUCKY	62
MAINE	31	MARYLAND	24
MASSACHUSETTS	121	MICHIGAN	173
MINNESOTA	339	MISSISSIPPI	40
MISSOURI	195	MONTANA	30
NEBRASKA	480	NEVADA	26
NEW HAMPSHIRE	43	NEW JERSEY	66
NEW MEXICO	14	NEW YORK	172
NORTH CAROLINA	63	NORTH DAKOTA	44
OHIO	235	OKLAHOMA	65
OREGON	70	PENNSYLVANIA	178
RHODE ISLAND	28	SOUTH CAROLINA	33
TENNESSEE	55	TEXAS	63
UTAH	30	VERMONT	38
VIRGINIA	50	WASHINGTON	52
WEST VIRGINIA	55	WISCONSIN	319
WYOMING	14		
CANADA	12		

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

Historical Society. In 1985, I had learned that they had located an additional 35 newspapers and had microfilmed them. It is entirely probable that states that were completed early in my research have added new titles to their collection. However, I can safely say that between 90% and 95% of the papers have been viewed. And the amount of data esponded me. I had amassed 27 large 3 ring binders full of clippings.

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

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

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

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

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

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

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

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

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

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

At this the Republicans became very enthusiastic and overjoyed, and began shouting the Democrats seemingly to not fully understand. Prosperity has reached us! Confidence has been restored! Hurrah for the gold standard, etc., etc., when suddenly without warning the ship exploded, extinguishing the light, scattering the fragments in all directions, and leaving all in total darkness. The Republicans at once became frightened, and retreated to a place of safety, fearing they would be struck with too large a chunk of prosperity, and that they could not stand the sudden change.

"Next day when the scattered fragments of the ship was picked up and examined closely, it was found to have contained broken promises, our lost confidence, Mark Hennas's gall, McKinley's promised prosperity, our share of the profits to be derived from the Dingley Bill, and to remind us that we are the most prosperous and favored people on earth. Democrats are now looking for a ship that will announce to the Republicans the large Democratic gains which have been made in the Eastern states in the last elections." This appeared in the Liberty (MO) Advance of May 7, taken from the St. Joseph (MO) Gazette, and was under the title "Airtship at Oak, Mo."

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

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

The Ellsworth (KS) Messenger of April 6 stated that "In confidence it may be whispered that the alleged airship which has been so extensively 'seen' is really the returning prosperity that McKinley promised us. For various reasons it sees fit to travel only at night and to stay out of reach."

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

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

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

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

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

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

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

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

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

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

-From the Galena (KS) Times of April 13

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

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

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

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

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

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

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

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

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

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

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

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

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

## THE AIRSHIP IS SEEN

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

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

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

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

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

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

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

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

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

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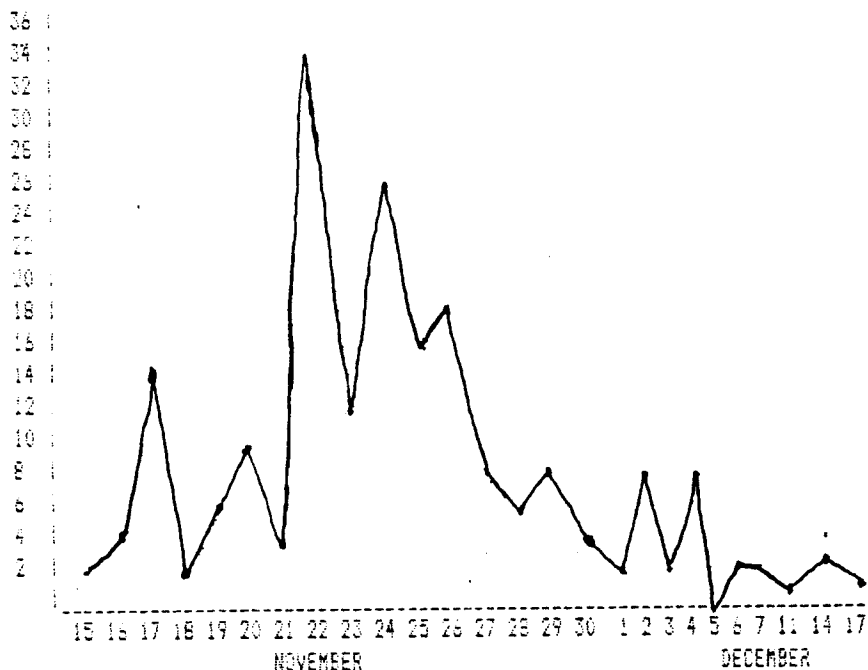
The stories concerning the balloon and kite hoaxes and the Venus sightings appear in Appendix C. There were 15 reports that were placed in a probable hoax group. These reports were not confirmed hoaxes, however, the report definitely indicated that it was a hoax. They often made a reference to April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

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

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

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

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



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

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

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

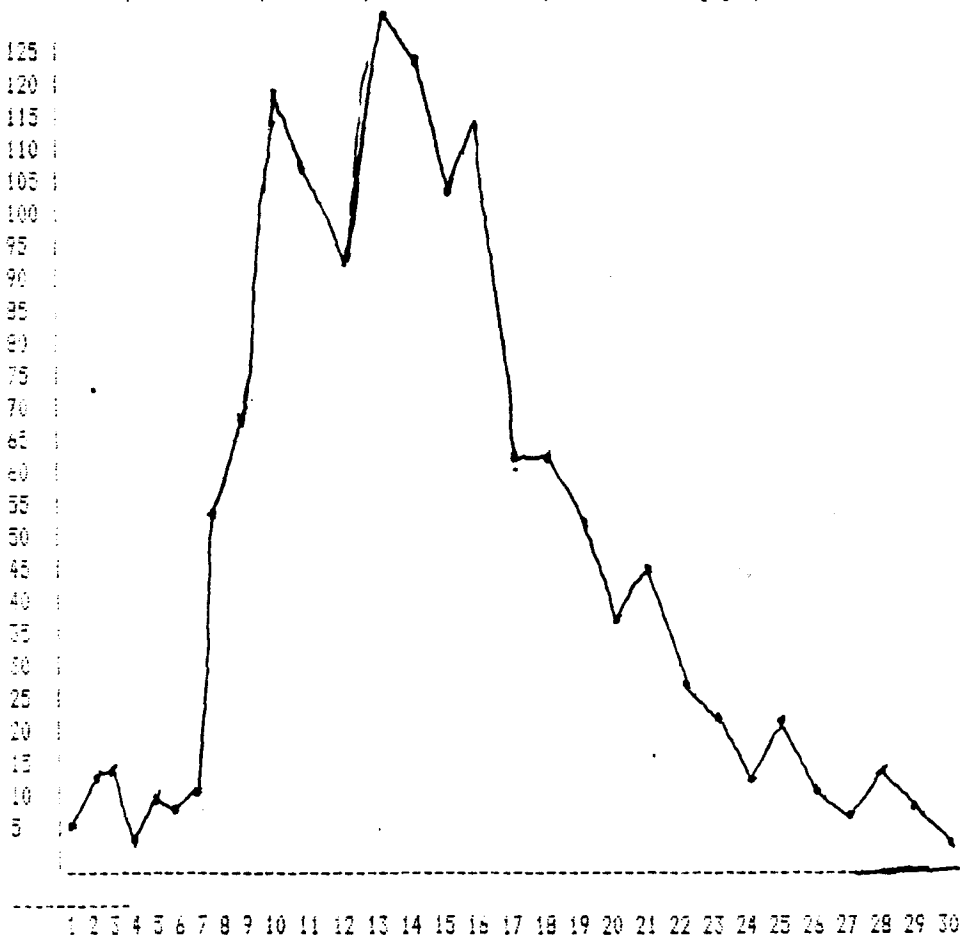
The reports from California were concentrated around the area of San Francisco, Sacramento, and Oakland. The reports outside this area were about the same in number and distance to the north and south of what appeared to be the center of the sightings.

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

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

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

There was 1 report which could not be dated, but happened in March or April.  
 The number of reports per day during April were extremely high in relation to the above. The relationship is more impressively demonstrated by the following graph:



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

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

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

The times of the reports from 1896 and 1897 revealed the interesting fact that the sightings occurred at about the same times as do current UFO reports. As can be seen from the following chart, the greatest portion of the reports occurred at night: between 1800 and 0600:

2400-0029	38	1200-1229	7
0030-0059	9	1230-1259	0
0100-0129	19	1300-1329	2
0130-0159	10	1330-1359	0
0200-0229	18	1400-1429	1
0230-0259	3	1430-1459	0
0300-0329	19	1500-1529	2
0330-0359	5	1530-1559	0
0400-0429	4	1600-1629	2
0430-0459	3	1630-1659	0
0500-0529	7	1700-1729	3
0530-0559	5	1730-1759	5
0600-0629	2	1800-1829	13
0630-0659	1	1830-1859	19
0700-0729	0	1900-1929	23
0730-0759	0	1930-1959	40
0800-0829	1	2000-2029	146
0830-0859	1	2030-2059	165
0900-0929	2	2100-2129	216
0930-0959	0	2130-2159	81
1000-1029	1	2200-2229	65
1030-1059	0	2230-2259	47
1100-1129	1	2300-2329	62
1130-1159	0	2330-2359	16

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

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

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



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

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

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

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

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

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

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

ALABAMA	1	NEBRASKA	119
ARIZONA	1	NEVADA	9
ARKANSAS	11	NEW JERSEY	4
<u>CALIFORNIA</u>	<u>199</u>	NEW YORK	7
COLORADO	23	NORTH CAROLINA	14
CONNECTICUT	5	NORTH DAKOTA	28
DELAWARE	1	OHIO	<u>109</u>
D. C.	1	OKLAHOMA	16
FLORIDA	3	OREGON	4
GEORGIA	4	PENNSYLVANIA	13
ILLINOIS	<u>227</u>	SOUTH CAROLINA	1
<u>INDIANA</u>	<u>116</u>	SOUTH DAKOTA	18
<u>IOWA</u>	<u>174</u>	TENNESSEE	36
<u>KANSAS</u>	<u>122</u>	<u>TEXAS</u>	90
KENTUCKY	30	UTAH	1
LOUISIANA	7	VIRGINIA	3
MICHIGAN	84	WASHINGTON	4
<u>MINNESOTA</u>	<u>139</u>	WEST VIRGINIA	4
MISSISSIPPI	2		<u>129</u>
MISSOURI	72		2
MONTANA	2		1

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

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

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

### THE IDENTIFIEDS

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

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

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

### THE LIARS

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

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

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

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

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

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

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

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

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

#### THE PRACTICAL JOKERS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### ATTEMPTED BALLOON HOAXES:

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

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

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

#### BALLOONS FOUND BUT NOT REPORTED TO HAVE BEEN SEEN:

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

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

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

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

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

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

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

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

#### BALLOON ASCENSIONS:

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MISIDENTIFICATIONS

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

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

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

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

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

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

OTHER IDENTIFIED SIGHTINGS

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

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

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

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

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

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

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

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### NEWSPAPER HOAXES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

"The following explains itself:

"Editor Penny Press:

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

Chas. Wright."

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

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



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

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

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

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## THERE ARE PEOPLE IN IT!

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

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

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

## EARTHERS ON BOARD

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

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

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

## NON-DESCRIPT CE 3

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

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

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

(San Francisco Chronicle, November 19, 1896)

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

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

(San Francisco Chronicle, November 24, 1896)

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

(San Francisco Chronicle, November 24, 1896)

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

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

(Phoenix Gazette, December 6, 1896)

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

(Bloomfield Monitor, February 17, 1897)

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

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

(Broken Bow (Nb.) Chief, March 5, 1897)

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

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

(Zanesville Reporter, April 5, 1897)

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

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

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

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

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

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

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

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

(Jewell Record, April 15, 1897)

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

(Grant City Times, April 15, 1897)

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

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

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

(Madison Wisconsin State Journal, April 12, 1897)

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

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

3.

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

(Ripon Advance Press, April 14, 1897)

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

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

(Albion News, April 16, 1897)

[No comment!!]

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

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

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

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

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

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

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

(Eau Claire Telegraam, April 13, 1897)

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

(Logansport Reporter, April 12, 1897)

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

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

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

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

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

(Superior Leader, April 14, 1897)

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

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

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

[Whoa!! A coal powered airship?]

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

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

[This has too much of a political overtone.]

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

(El Reno Evening Star, April 14, 1897)

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

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

One hour later, Sam Wallace was seen in town.

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

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

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

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

(Delavan Enterprise, April 15, 1897)

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

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

(Logansport Journal, April 14, 1897)

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

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

(Table Rock Argus, April 16, 1897)

(Sounds good to me!???)

31. During the early morning of April 13, 1897, a man at Louisville, Ky., saw the airship pass over, going southeast, 400 feet up and 100 mph. It was a huge oblong shape, 40 by 15 feet, and brilliantly lighted. In the front, he saw the form of a man standing.  
(Louisville Post, April 13, 1897)  
[The time/altitude factor plus the speed of 100 mph makes it unlikely to see the man.]

32. At 2000, on April 13, 1897, a resident of Olivett, Ks., saw the airship. It was very low and had a headlight as large as a barrel. It was followed by a stream of light about 50 yards long. It circled several times and left. Several persons could be plainly seen on board it.  
(Osage City (Ks) Free Press, April 22, 1897)

33. During the evening of April 13, 1897, the airship was seen near Danville, Il.. On board were seen several people moving about as if preparing supper. One person was peeling potatoes, another kneading bread, and some around a red hot stove smoking. They also saw a dog on board.  
(Danville News, April 15, 1897)

34. On the night of April 13, 1897, the airship landed near Taylorville, Il.. It landed because of a broken wing. It was cigar shaped and propelled by electricity. It was to remain until repairs made. On board were 6 men who refused to give any information as to their identity or purpose. (Huncie (In.) News, April 14, 1897)  
[This is probably a hoax since it was not mentioned in the Taylorville papers.]

35. The airship was seen hovering over Crookston, Mn., at 2130 on April 13, 1897. It had a black hull the size of a livery stable and had red and green lights. It seemed to follow the river and 2 men were seen. "But would not say for sure whether they were in the airship or on the outskirts of the 5th ward." The men cast shadows the size of Ernest Rolsch and the consistency of McEwen (a hypnotist). Most of the witnesses saw only a bright light.  
(Crookston Tribune, April 14, 1897)  
[Here, again, is the witness discrepancy.]

36. At Lake Elmo, Mn., at 2315 on April 13, 1897, several residents saw a man walking, carrying a lantern as if looking for something. The witnesses went in the direction of the man and the light suddenly disappeared. They heard the crackling of twigs and a rushing noise. They saw a greyish object with two rows of 4 red and green lights. Traces were found in the form of 14 footprints that were 2 feet long, 6 inches wide, arranged 7 on each side in an oblong pattern, and seemed to be landing supports.  
(St. Paul (Mn) Pioneer Press, April 15, 1897)  
[This one has extremely good possibilities of being a real incident.]

37. At 2100, on April 13, 1897, the airship was seen at Hudson, Wi.. A photograph of the rear was taken and it showed the pilot. He made several comments about the "wetness of a dry town", "flop of the spring election", and a variety of other political comments.  
(Hudson Stars and Times, April 16, 1897)  
[This one has way too much in the nature of a political satire.]

38. On April 14, 1897, at 1500, the airship was seen to land at Gas City, In.. It was cigar shaped with broad wings. Six men alighted from a car attached to the ship and seemed to adjust some mechanism. It came from the northwest and left east.  
(Marion (In) News, April 15, 1897)  
The Wabash (In) Plaindealer of April 17, 1897, reported that it was 75 feet high, cigar shaped balloon, with a basket. One of the beings asked him to go with them.



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

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

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

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

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

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

(Lancaster Eagle, April 16, 1897)

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

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

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

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

(Perham Bulliten, April 22, 1897)

[Again, the word imagination is used.]

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

(Clinton Register, April 16, 1897)

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

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

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

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

(Springfield Republican, April 16, 1897)

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

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

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

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

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

51. Between Grand Island and Doniphan, Nb., a man saw a boat shaped object with a number of red lights. This was during the night of April 15, 1897. Near the front sat a man dressed like an officer with an inscription on his cap. He saw another man, apparently a tramp, hanging to a fan of the propeller.  
(Doniphan Index, April 17, 1897)  
[Apparently, the witness had very good eye-sight in order to see an inscription on the cap, especially at night.]

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

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

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

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

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

(Vincennes Commercial, April 17, 1897)

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

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

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

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

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

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

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

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

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

Lafayette Times, April 18, 1897)

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

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

[Right!!]

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

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

[Sounds like he had some good stuff.]

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

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

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

(Rensselaer Republican, April 22, 1897)

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

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

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

(Cincinnati Commercial Tribune, April 18, 1897)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(Lyons Sun, April 21, 1897)

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

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

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

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

77. A cigar shaped craft landed at Columbus, O., at 0430 on April 20, 1897. It was 30 to 40 feet long, pointed at both ends, 8 feet wide, and 6 feet deep. It rested on legs and had 2 huge wings on each side. It appeared to be made of aluminum. Several men emerged from it and secured a couple tons of coal and 2 barrels of water. (Columbus Dispatch, April 20, 1897)  
[Again, the idea of a coal powered airship does not make this report very believable.]

78. At Sharon, Pa., on April 21, 1897, a few people saw the airship 2,000 feet up and going west. It was cigar shaped, winged, and had a propeller. They saw three men on board it. (Erie (Pa) Times, April 22, 1897)  
(Another source indicated that it occurred at Youngstown, O., and seen by "re(lie)able citizens. Many other sources stated that it was at Sharon.)

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

80. The airship landed at Muncie, In., during the night of April 21, 1897. The lone witness said an occupant got out and asked for some milk. He said they had been out since leaving Evanston, Il.. The witness gave him some milk, he went into the ship, pulled a cord, and it left north. (Chicago (Il) Interoccean, April 26, 1897)  
[This is probably a hoax since none of the Muncie papers made even a mention of it, plus the source.]

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

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

83. On April 23, 1897, the airship was seen hovering over a coal chute at Brownington, Mo. Several occupants alighted and loaded 10 to 50 tons of coal. The object raised it's huge wings and flew 50 yards. It landed and took on 70 barrels of water. The occupants tried to get the agent to go with them, but he would not. It rose to 300 miles and left west. (Clinton (Mo) Eye, April 24, 1897)  
[No comment.]

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

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

(Ironton (O) Register, April 29, 1897)  
[Again, no comment.]

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

(Dunkirk (NY) Observer, April 23, 1897)  
[It would appear that the time/altitude factor is, again, important to be noted.]

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

(Nevada Mail, April 23, 1897)

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

(Chicago (Il) Interoccean, April 26, 1897)  
[The Interoccean strikes again.]

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

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

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

(San Antonio (Tx) Express, April 27, 1897)  
[It would be rather hard to sight an object moving 60 mph with a telescope.]

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

(Louisville Courier-Journal, April 25, 1897)

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

(San Antonio (Tx) Express, April 28, 1897)  
[Sounds like a good ad for the city.]

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

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

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

[Right!]

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

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

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

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

(Norwich Sun, April 28, 1897)

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

(Portsmouth Blade, April 28, 1897)

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

(Louisville Journal, April 30, 1897)

[The Journal fell hard for this one.]

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

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

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

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

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

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

[This report also has good possibilities.]

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

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

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

91

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

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

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

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

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

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

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

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

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

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



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

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

[Again, the flapping wings is unlikely.]

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

(Doniphan Index, April 17, 1897)

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

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

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

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

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

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

(Nashville Sun, April 18, 1897)

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

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

THEY LOOK LIKE....

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

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

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

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

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

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

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

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

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

1.)

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

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

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

THREE STRANGE BEINGS

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

WEIGHED LESS THAN AN OUNCE EACH.

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

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

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

OF INDESCRIBABLE BEAUTY.

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

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

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

STRANGE AIRSHIP.

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

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

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

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

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

2.)

JOE SAW IT.

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

Sailors.

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

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

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

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

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

3.)

NAVIGATOR OF THE AIRSHIP.

Alights at Maysville, But Becomes Disgusted and Sails Away.

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

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

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

50

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

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

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

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

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

4.)

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

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

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

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

5.)

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

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

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

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

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

Then Con crossed himself and fainted.

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

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

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

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

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

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

6.1

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

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

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

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

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

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

7.)

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

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

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

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

8.)

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

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

Airship to Blame.



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

#### The Monster.

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

#### Pursuit Instituted.

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

#### Reporter Afoot.

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

#### A Real Airship.

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

#### His Blood Runs Cold.

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

#### Sails Away.

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

#### Another Reporter.

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

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

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

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

9.)

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

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

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

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

10.)

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

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

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

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

John Penny"

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

11.)

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

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

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

12.)

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

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

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

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

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

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

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

13.)

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

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

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

14.)

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

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

W. H. Vaughan."

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

15.)

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

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

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

16.)

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

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

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

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

17.)

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

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

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

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

Evaluation: I feel that this was a real incident.

18.)

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

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

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

19.)

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

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

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

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

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

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

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

20.)

GOLDEN HAired

GIRL IS IN IT.

The Airship Discovered in  
Southwest Missouri

WHAT HOPKINS SAYS HE SAW.

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

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

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

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

To the Editor of the Post-Dispatch:

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

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

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

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

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

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

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

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

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

I asked them by signs where they came from, but it was difficult to make them understand. Finally they seemed to do so and 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 Mars.

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

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



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

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

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

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

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

W. H. Hopkins.

Muskegee, I. T., April 17, 1897

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

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

"Do you believe what he says?"

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

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

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

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

The daughters chimed in to the same effect.

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

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

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

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

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

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

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

21.)

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

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

22.)

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

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

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

23.)

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

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

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

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

cap, while the crew, the common deck hands, were dressed in regulation Navy uniforms. The ship was seen by a large number of people and was watched with much interest until it disappeared from sight.  
-From the Free Press of Bedford, Ia., April 22, 1897

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

24.)

The Last of the Airship.

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

Wild Horse, Colorado, April 18, 1897.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Thos. Tucker.

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

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

25.)

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

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

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

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

26.)

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

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

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

27.)

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

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

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

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

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

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

28.)

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

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

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

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

29.)

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

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

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

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

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

30.)

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

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

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

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

31.)

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

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

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

32.)

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

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

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

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

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

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

The remainder of the reports are undated.

33.)

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

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

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

34.)

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

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

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

35.)

Sheffield (Il.) Times:

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

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



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

36.)

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

Rambler.

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

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

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

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

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

1.)

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

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

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

Yours,  
William Jordan."

2.)

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

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

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

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

3.)

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

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

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

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

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

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

4.)

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

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

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

5.)

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

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

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

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

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

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

6.)

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

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

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

7.)

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

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

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

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

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

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

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

8.)

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

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

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

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

9.)

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

10.)

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

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

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

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

11.)

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

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

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

Your Friend,  
R. C. Kelly

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

12.)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

13.)

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

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

J. E. McConnell."

14.)

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

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

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

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

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

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

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

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

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

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

15.)

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

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

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

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

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

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

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

16.)

The Des Moines (IA) Iowa State Register of April 15, 1897, printed the following dispatch:  
 "Audubon, April 14.-Special:-At 11:59 last night, as our city marshal (Nate Carper) was going home (we don't know where he had been), he was hailed by Mr. 'Clinton' Steinsman, of the Omaha invention, thus: 'Say, pard, can you tell me where I can get at empty building I can get in the balance of the night?' 'Yes, the C. R. I. & P. Co. has an empty engine house here you can get in.' Our 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 Butler, from Rhodes, had either been drinking or else he wanted to hurt his reputation in what he said about going down in the C. M. & St. Paul reservoir. He says, 'Of course, I stopped there to get water.' Anyone wanting to see this machine can see it by going to Audubon to-day. Mr. 'Clinton' will descend at 6 p.m. today. Or any inquiries will be cheerfully answered by addressing City Marshall, Audubon, Iowa."

17.)

The airship that has attracted great attention throughout the country was seen in Ossian last night by several different moving along slowly and wafting wobbling up and down. The ship had on board several passengers all being small in size, well dressed, and busily engaged in looking after the strange craft. The captain told a Bee reporter, he was investigating bank failure in this country in order to make a report to his superiors inhabiting Jupiter Pluvius and would remain in Winneshiek County one day. He is anxious to get the present address of the bank examiners and desires to interview the president. He speaks in broken English and his demeanour is that of a military man.  
 -From the Bee of Ossian, Ia., April 15, 1897

18.)

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

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

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

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

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

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

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

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

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

19.)

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

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

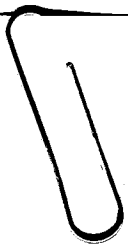
The man said that his companion had a terrible toothache, gave McSnort a prescription, and told him to go and have it filled. McSnort ran to town, woke the druggist, and returned with a "4 per cent solution of cocaine." The man grabbed the medicine and quickly ran up into the ship. The craft was bird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

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

20.)

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

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



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

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

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

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

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

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

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

21.)

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

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

"AIRSHIP TICKETS FOR SALE HERE.

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

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

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

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

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

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

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

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

"Be sure and call at the Orphan's Home for Senator Thompson. Don't bring Dom 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 not Pine Lake."

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

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

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

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

"I have found it."

"Found what?"

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

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

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

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

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

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

23.)

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

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

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



# SOUTH NORTH POLE

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

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

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

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

'How do you manage to live?'

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

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

'Judge Love continued:

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

24.)

The following appeared in the above reference:

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

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



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

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

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

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

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

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

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

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

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

C. G. Williams."

25.)

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

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

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

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

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

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

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

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

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

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

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

26.)

## LANDED.

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

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

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

The big ship was anchored in the grove just northeast of the Elwood Iron Works. It was probably eleven o'clock when a stranger called at Jacob Loomis' room and asked to see him on important business. He was a rather stout, heavy built man, about thirty years of age, dark complexion, wore a mustache and was dressed in a sailor suit. He stated that he was the captain of the vessel that had

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been sailing through the air and causing such a commotion among the inhabitants of this state for the past three weeks. He stated that the vessel was in need of some repairs and asked Mr. Loomis to get together a number of his men and go down to the works and accommodate him.

Mr. Loomis went with him to the grove, measured the shafting and at three o'clock in the morning had the repairs made and the machine ready to sail. Several men at the factory examined the vessel and it was universally agreed to be the simplest piece of mechanism capable of accomplishing aerial navigation conceivable. It was further agreed to keep the matter quiet and say nothing of having seen it, but it has leaked out, and it is further said that the boys at the iron works are working on a similar machine to be placed on exhibition at the Nashville centennial when completed. The boys refuse to give any description of the vessel, but the marks are still remaining on the trees in the grove where the vessel anchored.

-From the Labor Record of Elwood, In., April 20, 1897

27.)

This appeared in the Advocate of Buffalo, Ks., of April 23, 1897:

"The airship seems to have abandoned northern Kansas and is circling around over the southern part of the state. It accompanied a Missouri Pacific freight train in from Independence last Saturday (April 17) night. We interviewed the train crew in regard to the matter of election night, but they were not disposed to go into detail. The head brakeman avers that when it swooped down on them just this side of Independence, he just spread himself out on top of a boxcar till he was thinner than the paint on the car. The engineer seemed to be possessed with the idea that he had to make up for lost time just then, and the fireman only got a glimpse of the machine once in awhile as he heaved in a shovelfull of coal, but the brakeman says the fireman was so scared that the coal dust on his face was as white as chalk. The conductor and rear brakeman swapped tobacco with the crew of the airship and proudly exhibit a wine bottle that the head push of the airship gave them. They say that the ship was a cigar shaped concern, 67 feet and 4 inches long and 8 feet 7 inches through at its greatest diameter. It was built of aluminum, with silk sails for balancing and directing purposes, the lifting power being gas and the motive power electricity, which is applied to the propeller at the stern. It was built in Chicago and brought to Kansas to be tested, the steadiness of the air currents and the level surfaces of the country affording better opportunities for a trial trip than could be found elsewhere. The ship circled around the train like a hawk around a pack of young chickens and was raised to great heights or brought to the surface of the ground without any difficulty at all. Its evolutions were performed while hissing through the air at lightning speed. We are not at liberty to divulge the names of our informants, but will say that they are all men who are noted for their truth and veracity.-Osawatomi Graphic."

28.)

The Evening Herald of Oskaloosa, Ia., of April 16, 1897, reported that a strange light had been seen there on the night of April 15th. It was very low in the south and veered west. When it appeared to be circling the city, a Herald reporter mounted a horse and gave chase. "It was in fairly plain view then and appeared to be a long cigar shaped balloon supplemented by wings which aerial navigators denominate aeroplanes. Underneath was swung a car containing some sort of engine which moved a series of propeller wheels.

"The whole rig appeared to be in a rickety condition and it swayed heavily as if the gas was out of the balloon part.

"There were several men in the car, and they were running around as if excited. One of them had an anchor out and was lowering it, presumably looking for a good place to light.

"As they came up slowly, the Herald man hailed them and asked them where they were going. They shouted down they were going to Marshalltown to hold an air ship convention. He said air ships from all over the country would be in attendance. Marshalltown, he said, was getting an international reputation as a convention city-for wind. Iowa couldn't hold a convention satisfactorily unless it went to Marshalltown.

"Say, if our gas gives out!' he shouted down, 'do you suppose that General Manager Anderson of the Central will take us up?'

"Anderson?" queried the scribe, as, driving along so rapidly to keep up, he thought he might have misunderstood.

"Why yes, isn't L. J. Anderson manager of the Iowa Central now?"

"How long have you been out?"

"Bout two weeks."

"Can't you light and let a fellow look over your outfit?"

"No. Under contract to let nobody examine us till we meet some investors at Marshalltown."

The old machine was working slower, and sagging closer to the ground. The glory of bringing the monster to earth weighed heavily on the reporter and he resolved to force the issue. He pulled a gun and threatened to shoot a hole through the gas bag, when suddenly a rifle shot knocked the gun out of his hand, and a fusillade of shots and missiles of all descriptions rattled down on the luckless newspaperman, and some heavy ballast was thrown out, the ship rose in the air and sailed majestically away.

"The rig was badly damaged and the horse scared, but the outfit got back to town. If any one doubts the narrative they can see some of the missiles, an old brick, a lot of rocks, one of which weighed nearly 50 pounds, at the Herald office."

29.)

Last Monday (April 19) night Charley Conklin and Charley Saylor were "running" their trot line a short distance above Big Rock. They had just come to shore on this side of the river when they were accosted by a stranger who had come down to the bank while they were in the middle of the river. Coming into the glare of their lantern they were enabled to see him to good advantage and describe him as being above the medium height, of dark complexion, well dressed in a neat suit of gray, cap of the same material and patent leathers.

The stranger asked them if they would sell him a mess of fish, saying that with a party of friends he was crossing over in an airship and had alighted a short distance away to obtain provisions. The boys readily parted with the fish, receiving a good round price for them, and accompanied him to a point near what is known as the "Big Spring," a quarter of a mile below the fairgrounds.

On approaching this spot they were halted by a sentinel who covered them with a rifle until their companions gave a password, when they were allowed to proceed. Although the headlight was extinguished, they were enabled to make out the outline of the vessel, and describe it as resembling a balloon in the particular that above the car was suspended a huge cigar shaped bag, partially inflated. In addition to this, the lifting power was augmented by large wings extending from the sides of the ship. In the rear was a huge fan like propellor. The vessel was not flat on the ground, but rested on standards. Two men were moving about on the deck as they approached, one of them ace at a word from their guide and received the fish, which he took on board. The men were all dressed alike.

Their companion, who seemed to be in command, then proceeded to give them an idea of the general construction of the ship. They were allowed to examine the exterior, actually touching it. He explained that the car, or ship proper, which was about 60 feet long and 10 or 15 wide, was constructed entirely of aluminum, being built after the lines of a yacht. The framework of the wings was of the same metal, covered with a material of his own invention, resembling silk in weight but fully ten times stronger.

They were not allowed to go aboard the ship, the captain explaining that the motive power was supplied by an instrument so delicate in construction that they might accidently injure it. He was probably "coddling" the boys about the motor, wishing to preserve an air of mystery about the interior arrangements of the ship. He further disclosed the fact that they were en route to Greece for the purpose of acting as war correspondents. The vessel, he stated, had, at repeated trials, averaged in speed 100 miles an hour for ten hours. He told them that they were then going to the vicinity of Columbus, where an agent would supply them with canned provisions for their long cruise, returning on Wednesday evening to take on water, after which they would immediately start for Europe.

The boys were now conducted back to the river bank, where they remained watching for the ship to rise. They failed to see it, however, until high in the heavens, when the headlight was turned on and

a northwesterly course taken. The boys agreed not to mention their experience, fearing that their veracity might be questioned. On Wednesday night they did very little fishing, keeping a watch on the northwestern horizon for the return of their strange visitors, and finally their vigilance was rewarded by the appearance of a bright light in that quarter of the heavens, rapidly approaching. It came nearer and nearer and finally hovered almost over their heads, at an altitude of about 1,000 feet. The powerful searchlight was turned on the ground below and the ship was lowered slowly, finally resting near the place of the former landing. Their friend of the previous visit again came down to the river bank, purchased their catch of fish and conducted them pass the same sentry to the air ship, where they were put to work carrying water from the spring, one of the crew taking the buckets at the side of the deck and carrying them aboard. When the work was completed, after being handsomely paid for their trouble, they were conducted to a safe distance and the strange vessel arose as before and started on a course due east.

Although the boys had agreed not to divulge their secret, they could not be expected to "hold in" long, and young Gaylor told the story in Mr. George Davis's barber shop a day or two later. His tale was received with jeers of incredulity, and he has not since been induced to say much about it.

A Herald reporter, hearing of the story, paid him a visit on the first of the week and finally succeeded in eliciting from him in substance the foregoing statement. Conklin was also interviewed, and gave the same story without material variation.

-From the Herald of McConnelsville, O., April 28, 1897

30.)

According to the Bryan (TX) Daily Eagle of April 20, 1897, J. G. Minkert, Dr. Chas. Edge, and Dick Jones saw a strange light during the night of the 19th. It approached from the south and was soon near enough that they could discern a cigar shaped body which had windows or openings through which a pale light issued, great wings on the sides, and a fan shaped rudder. When it became evident that it was descending, they proceeded in that direction. "Over the hill and out of town they went, and discovered, in the Claude Mitchell pasture, what at first seemed a great ocean vessel sitting on dry land, a hundred miles from deep water with great wing like sails folded up, an immense tail, a great wing or rudder underneath, but not touching ground, the vessel being supported upon great pillars projecting down from its sides. Streaming from many windows was a pale light, while the great light in front was turned off. Around the cigar-shaped body of the ship extended a deck or platform, and walking about on this were discerned numerous people, while inside and up among the sails, workmen were busy making repairs.

"Our young men realized that they were in the presence of the famous airship, and longed for J. W. Leigh to see it, so he could have a tale to tell, sure enough.

"The question of drawing near or retreating was discussed.

"Dr. Edge remembered that he had left his door open. Jones thought it was time for him to retire, as he seldom keeps late hours, while Minkert feared he would catch a cold in his jaw. So they hesitated. But they circled round, and gradually got nearer. Presently, without warning, the searchlight flashed out like lightning, and they were caught. Blinded by its brilliance, they fell over each other into a mud hole, and crawling out found themselves 'taken in' by a small squad of engineers, and dragged up to the monster of the upper regions. They really found no cause for fear, however, and now began to see sights indeed. A man who could talk English was summoned from the cabin and came out to talk and exchange neighborhood news, as it were, and do the honors of the ship.

"They now found that a party of English millionaires and French scientists had built this strange craft and three more like it, and were taking a cruise around the world, having kept the secret of their enterprise for the novelty of the thing...The motive power of the machine was electricity, of course, and the searchlight was a 20,000 candle-power electric light. Taken aboard, they were being shown the sights when Jones asked, with considerable anxiety, how long they were scheduled to stop in Bryan.

"We are now ready to move," said the engineer.

"Then a wild scramble for the outside was made by the Bryan delegates, but the aerial navigators were not ready for them to go. Besides inventors and electricians, there were professors or more occult sciences on board. Prof. Svenboydgollybros was summoned and with a wave of the hand, they were

put to sleep. They were then told to open their eyes and watch the proceedings. The button was pressed; the fifty thousand horse power engine began to work; the great wings began to stir; the crew of pilots grappled their steering apparatus; the familiar scenes of earth faded from view, one of the boys swallowed a Taylor & Cox drink check as he caught his breath after looking out, the ship was pointed toward the north star and was bidding farewell to earth and things earthly when the professor of hypnotism snapped his fingers, sounding like a gunshot in a graveyard. Then the spell changed, and the boys turned and looked at the crowd. They were sitting by a table in the Kandy Kitchen (Bryan headquarters for airship news) while a party of Bryan amateur hypnotists were laughing at them, and the Flying Dutchman of the skies sailed on."

31.)

The Houston (TX) Post of April 21, 1897, printed the following dispatch from Beaumont, Tx., dated April 20:

"Mr. J. R. Ligon, local agent for the Magnolia brewery of Houston, this afternoon informs the Post correspondent that the airship visited Beaumont Monday (April 19) night, and that he not only saw the flying machine, but he had a chance to inspect it from the outside and conversed with one of the men who was traveling in it. 'I and my son Charley drove home at 11 o'clock Monday night' said Mr. Ligon, 'and were unhitching the horse when we saw lights in the Johnson pature, a few hundred yards distant. We went over to investigate and discovered four men moving around a large dark object, and when I hailed them they answered and asked if they could get some water. I told them that they could. They came to my house, each bringing two buckets, after filling them, started to return. I accosted one of the men and he told me his name was Wilson and that he and his companions were traveling in a flying machine. They were returning from a trip out on the gulf and were now headed toward Iowa, where the airship was built.'

"Mr. Ligon says he accompanied the men to the ship, and describes it as being 136 feet long and 20 feet wide. It was propelled by four large wings, two on either side, and steered by propellers attached to the bow and stern, electricity being the power used. The hull of the ship is made of steel and contains apartments into which compressed air is pumped when the ship is in action. The ship carries a water ballast that is pumped to the bow when it is desired to bring the vessel to the earth and to the stern when the course is skyward. Mr. Ligon says the workings of the ship were thus described to him by the man Wilson, who also stated that this ship was only one of five that had been built in a quiet Iowa village."

32.)

The Knoxville (TN) Tribune of April 20, 1897, reported that between 3 and 4 o'clock in the afternoon of April 19th, many saw the airship. It was generally described as being like an eagle with its wings stretched. Many people gathered on top of the city hall including Chief Atkins and Comptroller McMillan. It soon reached a point directly over the city hall and began to descend. "In nine seconds, it had anchored 30 feet above the belfry within speaking distance.

"The chief and comptroller were all eyes. In conversation with a reporter Chief Atkins described the strange visitor as follows:

"The larger portion of the ship consisted of a thin shell of bright white metal about 100 feet in length by 30 in diameter, running to a point at each end. A tubular rib extends along each side and from this is suspended a framework carrying the machinery, with enclosed compartments for passengers or crew.

"Its engines were of a strange and unknown construction, but were probably run by Nitro-glycerine automatically fed and ignited by electricity. Screw propellers above and at each end and horizontal sails or wings at each side seen with the buoyant skill to combine all the principles of sea and air navigation. An estimate of the weight of the concern would be about 4,000 pounds. A simple calculation gives the buoyant capacity of the shell to be 6,000 pounds, allowing, say, 2,000 pounds burden or ballast. No ballast, however, is necessary, as the shell is made in two sections, one sliding in the other like the parts of a quinine capsule, reducing or increasing the capacity of the cylinder by means of a horizontal screw shaft extending from end to end and operated by the engine below. As may be surmised, gas is not depended upon for buoyancy, but simply vacuum. Though hydrogen gas is lighter

than air, it still weighs something, while vacuua does not. A little gas, though, may have been carried to help counteract the external air pressure on the shell.

From the captain Chief Atkins learned that the ship was one of a big fleet of airships now on their way to Cuba.

The fleet is in command of Julio Sanguilly, who was recently released from a Spanish prison, and all are heavily armed. A number of local Cuban sympathizers were taken up in Louisville by the fleet in a dispatch boat attached to the flagship, Gomez, yesterday morning, and other stops will be made for volunteers at Jacksonville and Key West. The tonnage of the ships range from 250 to 2,500, and each one carries in addition to her crew a large number of American volunteers, who are going to Cuba to join the insurgent army.

A rope ladder was thrown from the ship, 'White Wings,' to the roof to the city hall, and the chief and a number of others went aboard on a trip of inspection.

The ship floated easily and gracefully in the air, about a mile and a half above the earth, and at night, when lighted by millions of tiny electric globes, it presented an appearance of unusual beauty.

"The ship tarried but a few moments and sailed away."

33.)

The St. Louis (MO) Star of April 20, 1897, printed a dispatch from Greenfield, Il., dated April 20th which stated that Postmaster M. S. Sisson saw the airship at Taylor Creek, 3 miles from the city. His dog suddenly ran up to him and crouched at his feet as though in abject terror. He tried to drive the dog away, but he could not. "Presently, he heard a noise which seemed to come from above, and looking upward and to the northwest he beheld the airship approaching him. It was about 100 feet from the ground, but was not traveling very rapidly.

"He thought that he could see someone standing at the bow, and when it grew nearer, he could distinctly see a lady standing on what seemed to be a step in front. She held in her hand a pole, on the end of which was a net; but presently could not at first understand what she was doing with this net, but presently he saw several pigeons flying in front of the ship. As the ship could easily travel faster than the pigeons, it would simply run up behind them, and the lady would reach out with the net and scoop them in. She caught six birds while he was watching her, and did it easily and gracefully. Mr. Sisson was discovered by the people on board, and immediately the speed of the ship was increased and it rapidly rose to a great height. It passed about 100 feet above him, and by its close proximity he was enabled to get a very good view of it. It was about 100 feet in length and about fifteen feet in diameter at its largest point. Its depth was probably twenty-five feet. It looked as if it was made of metal, and around its sides there was a walk or deck, which was protected by a kind of railing or network.

Near the top were wings projecting on either side. The wings were about twenty feet in width and reached nearly the entire length of the ship.

The wings are so arranged that the front of them can be raised or lowered at the pleasure of the pilot, but otherwise they are stationary. When it is desired to raise the ship, the front ends of the wings are raised to about an angle of thirty degrees, and the great velocity of the ship in its forward motion raises it. On the top, just behind the pilot house, there was another device to assist in raising the vessel. It consisted of a large fan resembling a very large screw placed in a perpendicular position and revolved very rapidly. The motor power of this wonderful machine could not be discovered, it being inside.

A partly written letter was picked up near Hagaman, about nine miles east of this place, that is supposed to have been dropped accidentally from the airship, and is in the possession of Mr. Thos. Bradburg. The printed letterhead reads 'Airship Co., Oakland, Cal.'

The following is written on the torn sheet:

"We are having a delightful time and plenty to eat. Mollie's scheme for running down birds and catching them with a net works excellently; we feast daily upon pigeon pie."

"Since starting out we have greatly increased the velocity of the ship. The following figures will give some idea of the speed which we are now able to make: St. Louis, April 15, 8:30 p.m.; Chicago, same evening, 9:33; Kansas City, one hour and forty minutes later."



34.)

The following appeared in the Dallas (TX) Daily News of May 16, 1897, as a dispatch from Richmond, Tx., dated May 7th. It was essentially a letter from a man to Dr. D. H. Tucker, of Harles, Tx.. The writer of the letter died one week after writing it. The letter was mailed from Lake Charles, La., and dated April 20th. He wrote: "Yesterday (April 19), about noon, while driving country in a leisurely trot my eye encountered almost directly ahead a large object at a high elevation. It was so unlike anything I had ever seen that my gaze was instantly riveted upon it. It approached at a very rapid rate, and from the apparent size of a flour barrel, it rapidly developed into a ponderous affair, the sight of which was startling, to say the least of it. When about one half mile from me, it emitted an unearthly whistle, which terrified my horses so, that I was forced to jump to their heads. While struggling with them, I was thrown down and they broke and ran. When I arose, there, about 100 feet from me, was a huge something, settling rapidly, but easily to the ground, and a man was preparing to descend a rope ladder. The sight at first was so startling and the struggle with my team had so unnerved me, that it was several seconds before I could even estimate the size or distance of the strange affair. As soon as I recovered my senses, I instantly realized that it was the much talked of airship, which I, in common with nearly every one else, had set down as the creation of fancy, and imagination. As soon as the vessel's rope about reached the ground, the man came down the ladder, followed by another, both of whom came up to where I was standing and began to inquire if I were hurt and to apologize for the damage they had caused. I was so dazed that I could hardly speak at first, but I lost all interest in my team and assured them that I was not hurt, and then began to ask them questions. It was decidedly gratifying to find that they were plain, every-day Americans like myself, and they were very gentlemanly. They invited me to inspect their ship, as if it were an ordinary affair, and you can rest assured I did not wait for a second invitation, but climbed the ladder or gangway or whatever else it is called, that hung over the side.

"Now, let me assure you that I am not drawing on my imagination, but am giving you facts, as strange as they may seem, and as I write I read in a late Galveston News that others have seen this ship, but always in the night time and in so many different places that it seems a piece of fiction, whereas I saw it in the broad, open light of day, and spent over an hour talking with the inventor and owner.

"As I reached the deck, I was introduced to a Mr. Waters, who had the position of engineer. The two men who 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 speed. I was not prepared wholly to accept this explanation and intimated as much in my expression of astonishment, but I was convinced of it when he showed me the apparatus for generating the gas and the engine for utilizing it. Not being a practical mechanic, I can not enter into details of the engine's construction, but this much I was able to understand: That there was a receiver, made of aluminum (and of this metal the engine and everything connected with the ship so far as I saw was constructed), from which pipes passed to what appeared to me to be a square box, at each end of which was a cylinder with an exhaust chamber, in which worked a piston attached to a very singularly constructed driving wheel like the sprocket of a bicycle, except that there were four wheels, one within the other, and these Mr. Wilson called the accumulators. There were two sets of such wheels with a combined velocity surpassing anything heretofore constructed. By this peculiar arrangement of the wheel within a wheel, the balance of the centripetal and centrifugal forces was preserved in the presence of 65,000 revolutions a minute; that is, the velocity of revolutions in

these wheels would equal 65,000 revolutions of an ordinary wheel ten feet in diameter in one minute if such a thing were possible.

"My mouth, as well as my eyes, opened wide at this statement, but I presume the truth was told. I asked what the highest attainable rate of speed might be. Mr. Wilson said that he did not know exactly but that he had covered something over 1000 miles in eight hours and the indicator or 'speed dial,' as he called it, only registered 73 1/2 per cent of what he believed was the maximum speed of the ship. Though he admitted that the dial might not be accurate and the possible speed might be more or less.

"I was naturally curious to know by what means he generated sufficient gas to answer the purpose of a long voyage, but he sailed and said 'quite a number of people would like to know the same thing probably.' This is his secret and to test the practicability of which he is now traveling back and forth. He said that he had discovered it two years ago after many years of experimenting, and I judged from remarks dropped occasionally that his companion, Mr. Warren, had furnished the capital for the experiment. Mr. Wilson said, however, that the source of his gas supply was the air, which is passed through a condenser containing certain chemicals which possess the function of eliminating therefrom a gas known only to him. He did not know the chemical formula, he said, or whether it was simple or compound. All the machinery seemed very simple and did not occupy a greater space than five feet in length by four feet in width.

"To elevate or depress the ship while flying through the air a small wheel at the stern of the boat is operated. This wheel was something like that in a ship's pilot house but instead of having spokes there was an arrangement of magnets connected with wires to storage batteries. By passing the current over the tire of this wheel the operator was able to overcome gravity, thus elevating the ship. By passing the current in the opposite direction and under the tire the weight of the ship was increased and could sink like a shot to the earth, and by passing the currents in opposite directions at the same time the vessel would remain horizontal at any distance from the earth. What I thought was the anchor was simply the ladder which hung over the side.

"While I was on board it had a gentle swaying motion, which I imagine if much greater would produce seasickness. At the time we were not more than ten feet above the ground. The interior arrangement of the vessel is very neat and comfortable, though not expensively luxurious. The kitchen is a very smally cuddy almost identically like that of a buffet car. The births are narrow but comfortable looking.

"To attempt to describe the ship in detail would be futile, as the whole thing was so suddenly sprung upon me that I was dazed. Mr. Wilson told me that currents of wind had little effect upon them, as by pressing a button at the wheel he could rise above or below antagonistic winds or storms. He said that he had never been higher than 2000 feet, as it affected the crew disagreeably, but that, as he had only been experimenting with his ship for about two weeks, he did not yet know which would be the most desirable or comfortable height at which to travel.

"He showed me the mechanical means by which the ship was propelled. At one end was a propeller (working on a shaft connected with the sprocket wheels) such as those on a tug boat, except that the blades of this ship's propeller were enormous, being ten feet in length. What I thought were sails were canvas wings used in steering, but Mr. Wilson stated that he was at work on a contrivance that would oblivate the necessity of using the sails. The length of the ship was 75 feet by 25 feet.

"Mr. Wilson said that his pantry was easily supplied with provisions at any time as he had only to drop down near a town and make his purchases.

"As to the cost of the concern, I could not ascertain as neither man seemed inclined to talk about that part of it, but Mr. Warren said that it was low enough to warrant the building of three of them as experiments. Each one was essentially different in some of the details and comparisons were being made as to the relative merits of each. They refused to state what point they started from or to give any information concerning their business, except as I have stated. They had a number of different newspapers containing accounts of the ship and they referred to them laughingly. Some of them, Mr. Warren said, were correct, but many of them were untrue. On account of the pleasant climate most of their journeys had been through Texas and Mexico. They did not know where the other ships were, but supposed they were in Mexico or Lower California and Arizona. They laughed heartily over some of the accounts of their being seen at so many different places at the same time, and gave as reason for not alighting at or near a city that they did not want to be subjected to the

annoyances, and I inferred that they had not yet secured all of their patents. As a reason for traveling almost entirely by night, Mr. Wilson stated that it was because they had not yet become accustomed to being in such dizzy heights, and they feared to see the distance below them. They are not aeronauts and do not claim to possess the nerves or coolness of that class of people.

"I learned that Mr. Wilson (though I doubt if that is his correct name) formerly lived in Fort Worth, but I do not remember to have ever seen him. He is apparently a young man and has the typical face of a genius or an inventor. He said that inside of two years their method of locomotion would be in general use throughout the world.

"These ships, he said, had been built according to plans at different places and had been put together at Mr. Warren's place, but he did not say where that was. At night a small but powerful search light was used to flash ahead or below. It was mounted on the forward deck, and near it was the air whistle which frightened my horses. This latter arrangement had just been gotten in working order and this was its first trial, and I must say it is the most diabolical arrangement I ever heard or saw.

"The inventor said that as soon as he could demonstrate satisfactorily the practicability of economically and safely operating his ships he and some capitalists would construct a line of air ships to be operated between New York and San Francisco and other points, and that it would not take long for the people to overcome their natural timidity in trusting their lives in such craft. So far they had met with but one slight accident, and that was to one of the sails or steering apparatus shortly after setting out on their journey. It amounted to very little, however, and only made it difficult to steer properly.

"They offered to take me up to an elevation so that I could see if my team was in sight, but I respectfully, but firmly, declined and told them goodbye, after promising that I would not make my observations immediately public. As soon as I reach Memphis, however, I shall write my experience up for the press, and I think I can set at rest all the mooted question as to the existence of a real air ship. I can say positively and emphatically that there is at least one, and it is a real, practical, tangible, reality, and though in time to come I will no doubt see much of them I can never again be affected as I was yesterday noon.

"I have told several people here of my experience, but as they treat it as a Munchausenism I have not made any particular effort to convince them of its truth, but I assure you that every word I have written is absolutely correct."

35.)

The following was taken from the Dallas (TX) Times-Herald of April 20, 1897,:

"Mr. Jeff Hightower, head man in D. M. Howard's New York store in Mineral Wells is in the city to-day. He says that at 4 o'clock this morning the airship landed on East Mountain, and that a number of citizens of the Wells went up and talked to the men and inspected the ship from the outside. They were not permitted to enter the craft. The ship is shaped like a cigar, eighty feet long, with a paddle wheel at each end and on each side. They crew informed the citizens that they had sold the invention to a New York syndicate for big money provided they first made a trip from New York to Liverpool with it, and that before tackling the Atlantic they would make three or four successful trips between New York and San Francisco. They said they were having a lot of trouble holding the craft in a straight course, and their experiments to overcome this trouble were detaining them in the south west. The crew promised the citizens they would return and hover over the town at 10 o'clock to-night, which is the occasion of the opening of the Crazy Well. Mr. Hightower, whose name ought to make him an authority in matters of this kind, says there is no joke or jolly about the ship, that the best people in Mineral Wells saw the craft and conversed with the crew."

36.)

The following appeared in a letter to the Editor in the April 28, 1897, issue of the Moberly (MO) Daily Monitor:

"Editor Monitor-Since the first of this month I have been reading about an airship which has been floating about the heavens at will. On the night of April 24th, I'd learned by the Monitor, that one of those mysterious ships was reported by Mr. K. I. Ely as floating over the magic city on the 21st. I

think Mr. Ely is mistaken in regard to the night he saw the ship, or else there are more than one of those mysterious ships floating at will through space.

"On the night of the 15th inst., one was seen floating over the dome on Pike's Peak and on the 18th it appeared over Cripple Creek, then again on the 21st (the same night Mr. Ely reports seeing his) it was seen playing around in the close proximity to the top of the peak.

"This aroused a strong suspicion in the minds of the boys at the peak that perhaps it was some syndicate who had been driven by the Populist party or some insane Knights of Labor Organization from the face of the earth, and was prowling around the peak and Cripple Creek with the intention of bringing a whole colony of airships to the place and capture the cog-wheel railway, at the peak and the gold field of Cripple Creek. On the night of the 21st, the boys at Cripple Creek made an ascension with a balloon in order to capture the so-called 'ship.'

"They soon found the great airship to be nothing less than an unusually large two seated chair with the legs attached to the backs of four large trained birds which are of the variety of those we read about in the Seventh Voyage of Sinbad the Sailor.

"Our boys found sitting in the chair two small, well dressed educated men, and demanded of them what their business was.

"They said they were on a kind of a pleasure trip. 'Well, you will just go to Denver with us,' remarked one of our boys. But they refused to obey, and the fight ensued. This I reckon was the first, and perhaps the last, battle with firearms ever fought in the heavens; for they found the air so light that it would not hold a bullet long enough for it to reach the contending parties.

"Our boys finally succeeded in throwing a lasso over one of the bird's heads, and then let the gas out of the balloon. This brought the little strangers to time, and they soon made an unconditional surrender. Our boys climbed into the chair and it was not long until the little fellows were headed for Denver.

"They are what might be probably called red men, and belong to a race inhabiting an island situated in the South Pacific Ocean called Dandy. Their names are, well, I will not tell you now, feel you will take lockjaw trying to pronounce them. Their skins are as red as blood and their hair hangs down their backs and looks like a great sheet of blood. Their eyes shine like electric light and they can see by night as well as by day. No wonder that the ship is so lighted up by night.

"Now I shall not try to describe the birds, for I know you will all come out and see the great wonder. They will stay here at long as the excitement lasts and the people's curiosity is growing every day. Over 10,000 persons came in on the trains today to see the redmen and the birds sailing around over the city.

"If you should see anyone who is contemplating coming to the exhibition, tell them to bring a few barrels of coconuts and also a few crates of bananas to feed the birds. You can pay your way with them, as they are in great demand.

"I shall close for the present in hope of seeing you all at our exhibition.

"Yours Respectively,  
"R. Suppe"

37.)

The Harrisburg (AK) Modern News of April 23, 1897, reported that Ex-Senator Harris was awoken by a noise at 0100 during the night of April 21st. He saw an object approach and land a short distance away. "Mr. Harris says there was an elderly man, a woman, and two young men on board. The old gentleman wore a heavy set of dark, silken whiskers, which hung down near his waist. He had jet black eyes and a deep, firm expression. Mr. Harris said he walked out a little nearer and hailed the old gentleman. The old man seemed a little surprised when he spoke, not expecting to see any one out at that hour of night, but he spoke pleasantly, and after taking on a supply of fresh well water, he said:

"Well, you seem to be a very clever man, and if you will promise not to divulge my secret in a way to do me harm I will tell you the whole story, except how the effect is produced."

"After receiving satisfactory assurance, he continued:

"-----you remember about 26 years [ago], what is now called the St. Louis Republic was then the St. [-----]. It changed to Re-----[-----] and later to the Re-----[-----], about 26 years ago[-----] was, the St. Louis Times [-----] exclusively, an account of a scientific invention made

by a gentleman, whose name I will not mention, by which the laws of gravitation were entirely and completely suspended. He was offered big sums of money for it by several syndicates in this country, and also had large offers from parties at Paris, London, and many other places. During the time he was considering these offers he had the invention securely locked in a safety deposit vault in New York City. Before he had accepted any of the offers, he was taken violently ill, and after lingering a few weeks died, leaving his invention in the vault. This man was my uncle and he had partially confided the secret to me, but not sufficiently for me to do anything without the original invention. After the lapse of about 19 years, I managed to secure the original, and having plenty of money at my disposal and having devoted my time and talent during the past seven years to experimenting I have an airship which is almost perfection, but I am not quite through experimenting, and so I continue to travel at night to keep from being detected. I will make an attempt to visit the planet Mars before I put the airship on public exhibition. Weight is no object to me. I suspend all gravitation by placing a small wire around an object. You see I have a 4 ton improved Hotchkiss gun on board, besides about ten tons of ammunition. I was making preparations to go over to Cuba and kill out the Spanish army if hostilities had not ceased, but now my plans are changed and I may go to the aid of the Armenians. To use this improved gun we only have to pour the cartridges into a hopper and press a button and it fires 63,000 times per minute. No, gravitation is not in my way. I place wires around this 4 ton gun and hold it out with one hand and take aim. Oh, I could place my anti-gravitation wire around the national capital building and take it by the dome and bring it over and set it down in Harrisburg as easy as I could an ink stand. Distance is almost overcome; why we came over the suburbs of Dallas at 12:10, less than an hour ago, and we have traveled very slowly. I could take breakfast here, do my shopping in Paris and be back here for dinner without inconvenience, as soon as I get my new propellers completed.

"He said he must be off before anyone else was disturbed and invited Mr. Harris to take a ride with him, but he kindly declined offer. He bade Mr. Harris adieu and floated up and drifted away to a place among the stars and in a few seconds was hid beyond the darkness of the night."

38.)

The Fort Worth (TX) Register of April 23, 1897, reported that on April 21st the airship was seen along the Denver road. It was the "airship 'Dauntless,' manned by Captain Nemo and crew."

"Charles West and Colonel Donaldson assert in the affidavit that they talked with Captain Nemo, who, it appears, had brought the machine to earth for repairs, and who made a confidant of them as to the objects and purposes of the expedition upon which he was on, and swore them to secrecy, threatening dire vengeance should they even breath his purpose, and so awed were they by the terrible captain that no amount of persuasion will induce them to betray his confidence.

"It is further said that it was because of their kindness to Captain Nemo that he imparted his secret to them."

39.)

The following appeared in the Daily Herald of Muncie, In., of April 22, 1897:

"Ed. C. Knupp, press agent and treasurer of the Walter L. Main circus has arranged for a decided hit. According to Mr. Knupp he has consummated a deal with Prof. Balaski who will bring his famous airship to the circus grounds at 6:30 o'clock this evening. In conversation with a Herald representative this morning Mr. Knupp said: 'This morning I received a telegram from Balaski stating that he had left Canada with his air ship and barring accident, would drop down in the circus lot at 6:30 o'clock. The professor is enroute south as he has a contract to exhibit his ship at the Tennessee centennial.'"

40.)

Last evening, soon after the storm began, a farmer living a few miles west of the city noticed in the sky something large and apparently with wings. In a short time, it came down quite low directly over the farmer's chicken yard and a man appeared and threw a line of some kind down into the yard. It caught a chicken and was hurriedly pulled back, chicken and all. As the "something" started to rise, a paper came fluttering down which upon examination was found to have written upon it as

follows: "I have been in this infernal airship several weeks and can not make the damned thing land on account of having broken some of the machinery. I am now entirely out of food hence was forced to catch one of your chickens; charge it and present your bill first of month."

The man in the airship had a wild, crazy appearance, wore a shaggy beard and was bare headed and had large, fierce looking eyes.

-From the Daily Tribune of Fremont, Nb., April 22, 1897

41.)

The Galveston (TX) Daily News of April 24, 1897, printed a dispatch from Conroe, Tx., dated April 23rd. The dispatch stated that three strangers came into town, on April 22nd, and said they were from San Francisco. They said they were sailing in an airship to Cuba via El Paso, Conroe, and New Orleans. Several of the townspeople declined an invitation to inspect the ship. About an hour after the strangers left, a strange bright light was seen to rise near the eastern horizon.

42.)

The following appeared in the Baird (TX) Star of April 23, 1897:

"One of our citizens, Mr. Fayette Jones, saw the wonderful air ship last night (April 22), and I thought his experience would be relished by all who know Fayette. He said he went out to his well and saw a huge monster alight near Mr. J. N. Rushing's, and he went over there to see what the thing was and on his arrival he saw a cigar shaped machine about 100 feet long, with wings on either side and a large wing or fan on the blunt or hind end. He said there were two men and one lady, the men were the prettiest men he ever seen, and the woman, beautiful was no name, she was magnificent, superb. She was sitting inside the air ship and everything was very fine, the furnishings were of a golden color and seemed like burnished gold. They said they were experimenting with the air ship and had been sent out by some New York people and were hunting curios for a museum. Hearing that Mr. Rushing was a gold bug they had stopped to see him, but were sorry to learn he was gone. 'Oh,' said Jones, 'I was a gold standard man myself.' They were so glad to hear him say so, he was the only one they had found since the election who would acknowledge he was, therefore he was the curio they were looking for, so they would take him along. They pulled him inside, shut the door, and rose from the earth at the rate of 100 miles per hour. Fayette became so frightened that he cried, prayed, begged and pleaded and told them that he did not want to go to Heaven yet, as he believed no gold bug would ever be fit to go there, they then agreed to let him go back home. They gradually eased down to the top of Mount Airy, let him out and he made good time from there to his home and says he is scared yet. His friends admit it, and say they are afraid he will never be the same jovial Fayette again. Should he recover he will not look like himself any more. PICK UP."

43.)

A dispatch from Jossierand, Tx., dated April 24th and appearing in the Post of Houston, Tx., of April 26, 1897, stated the following:

"Mr. Frank Nichols, a prominent farmer living about two miles east of here, and a man of unquestioned veracity, was awakened night before last (April 22) near the hour of 12 by a whirring noise, similar to that made by machinery. Upon looking out he was startled upon beholding brilliant lights streaming from a ponderous vessel of strange proportions, which rested upon the ground in his cornfield.

"Having read the dispatches published in The Post of the noted aerial navigators, the truth at once flashed over him that he was one of the fortunate ones and with all the bravery of Priam at the seize of Troy, Mr. Nichols started out to investigate.

"Before reaching the strange midnight visitor he was accosted by two men with buckets, who asked permission to draw water from his well. Thinking he might be entertaining heavenly visitants instead of earthly mortals permission was readily granted.

"Mr. Nichols was kindly invited to accompany them to the ship. He conversed freely with the crew, composed of six or eight individuals about the ship. The machinery was so complicated that in his short interview he could gain no knowledge of its workings. However, one of the crew told him the problem of aerial navigation had been solved. The ship or car is built from a newly discovered

material that has the property of self-sustenance in the air, and the motive power is highly condensed electricity. He was informed that five of these ships were built at a small town in Iowa. Soon the invention will be given to the public. An immense stock company is now being formed and within the next year the machines will be in general use.

"Mr. Nichols lives at Jossierand, Trinity County, Texas, and will convince any credulous one by showing the place where the ship rested."

44.)

The Houston (Tx) Post of April 25, 1897, printed the following:

"Rockland, Texas, April 23.-Mr. John M. Barclay, living near this place, reports that last night about 11 o'clock, after having retired, he heard his dogs barking furiously, together with a whining noise. He went to the door to ascertain the trouble and saw something, he says, make his eyes bulge out, and but for the fact that he had been reading of an airship that was supposed to have been in or over Texas, he would have taken to the woods. It was a peculiar shaped body, with an oblong shape, with wings and side attachments of various sizes and shapes. There were brilliant lights, which appeared much brighter than electric lights. When he first saw it, it seemed perfectly stationary about fifty yards from the ground. It circled a few times and gradually descended to the ground in a pasture adjacent to his house. He took his Winchester and went down to investigate. As soon as the ship, or whatever it might be, alighted, the lights went out. The night was bright enough for a man to be distinguished several yards, and when within about thirty yards of the ship he was met by an ordinary mortal, who requested him to lay his gun aside, as no harm was intended. Whereupon the following conversation ensued:

Mr. Barclay inquired: "Who are you and what do you want?"

"Never mind about my name; call it Smith. I want some lubricating oil and a couple of cold chisels if you can get them, and some bluestone. I suppose the saw mill hard by has the two former articles and the telegraph operator has the bluestone. Here is a \$10 bill; take it and get up those articles and keep the change for your trouble."

Mr. Barclay said: "What have you got down there? Let me go and see it."

He who wanted to be called Smith said: "No, we can not permit you to approach any nearer, but do as we request you and your kindness will be appreciated, and we will call on you some future day and reciprocate your kindness by taking you on a trip."

Mr. Barclay went and procured the oil and cold chisels, but could not get the bluestone. They had no change and Mr. Barclay tendered him the \$10 bill, but same was refused.

The man shook hands with him and thanked him cordially and asked that he not follow him to the vessel. As he left, Mr. Barclay called to him and asked him where he was from and where he was going. He replied from anywhere, "but we will be in Greece day after tomorrow."

He got on board, when there was again the whirring noise, and the thing was gone, as Mr. Barclay expresses it, like a shot out of a gun. Mr. Barclay is perfectly reliable."

45.)

Mr. Woodford Brooks, secretary and treasurer of the Polytechnic street railway, is the latest Fort Worth man to report having seen the famous air ship, and he relates the circumstances with such seriousness and accuracy as to leave no doubt in the listener's mind that he tells facts.

Yesterday morning about 9:30 o'clock, while riding on a street car past the new city park, Mr. Brooks saw the strange aerial visitor resting on the ground out in the park near the river. Accompanied by the motorman, Mr. Edwards, Mr. Brooks went into the park for a closer inspection of the ship, but was met some distance from that vessel by the captain who gave his name as Randall. Mr. Brooks had a short interview with the captain, who said that the destination of himself and crew, which was composed of twelve men, was the City of Mexico. Mr. Brooks inquired of the captain if he did not think thirteen an unlucky number to make the trip, when that gentleman laughingly replied that they were all protected by wearing Mexican opals.

Mr. Brooks declared that the ship is a splendidly equipped machine, propelled by electricity, which is furnished by a large storage battery. It appears that the captain and crew mistook the water works plant near the park for an electric plant, and had descended from their great distance above the

earth for the purpose of procuring a supply of electricity for their ship. Upon learning their mistake they decided to utilize what they had left in making the trip to San Antonio, and soon sailed away.

Mr. Brooks telephoned The Register office last night that he had just received a telegram from Captain Randall, who stated that the ship and crew had arrived in San Antonio safely and would leave at once for the City of Mexico, where they expected to arrive in two days at least. They expect to return by the way of Fort Worth in about a week.

-From the Register of Fort Worth, Tx., April 24, 1897

46.)

The Houston (TX) Post of April 25, 1897, printed the following:

"Kountze, Texas, April 24.-The much talked of air ship visited Kountze last night. It was first seen by Captain H. A. Hooks and A. W. Hodges, who are both responsible men. In descending it punctured the 'air department' and will have to stay over several days for repairs.

"Any one wishing to see it may do so by coming to Kountze any time before Monday night, as it will take until then to get it in flying order.

"The ship is fifty feet in length and about twenty feet wide; shaped somewhat like a cigar. There are two men on board her. They give their names as Wilson and Jackson. They will move north after Monday."

47.)

The Knoxville (TN) Tribune of April 25, 1897, printed a very lengthy dispatch from Chattanooga, Tn., dated April 24. It alleges that the airship landed nearby in order for repairs to be made. The craft was "the exact shape of a shad, minus head and tail" and had two large wings equipped with knuckle and socket joints so that the wings could be moved up and down, back and forth. It is equipped with two engines, one electrical and one gasoline. It had a nine foot diameter propeller which turned at 900 rpm. The body was filled with hydrogen and had a lifting capacity of 1800 pounds. The passenger car was nine by four feet and made of aluminum and bamboo. The propeller was connected to a generator which produced the electricity for the searchlight. A News reporter saw it land and immediately went to the spot. He found two men doing some hammering on it. One of the men identified himself as "Prof. Charles Davidson" and said the airship was his invention. "The speaker was a slight, energetic man, apparently about 45 years old. He was attired in a suit of serviceable tweed, with sack coat. His companion, who was probably ten years his junior, whom he introduced as Henry J. Morris, of Sacramento, Cal., also the home of the professor, was similarly attired." Davidson stated that he had been born in Edinburgh, Scotland, and settled near Wilmington, NC, 18 years ago. He began working on the airship at that time. He met Morris and they became partners. They moved to Denver and then to Sacramento. They built the ship with parts from different sections of the country. They left Sacramento about a month ago, went down the coast, passed over Los Angeles, and since has passed over every state. They averaged about 93 miles per hour. Once the repairs were completed they left. "The reporter who wrote the above article is sometimes in the habit of stretching his imagination instead of his legs. The editor does not undertake to say which he relied on in getting up the above story.-Editor."

48.)

The Washington (PA) Observer of April 26, 1897, printed a long story about the airship landing there and the crew spent the day, April 24th, in town. The captain, William Gasser, was interviewed by a reporter. The story went that he and a group of men were living in the Rockies. There was a young man in the group whose name was Wonders and under his direction they built an airship. "We made the first stop at Carson City to see the Corbett Fitzsimmons fight, but as it was all a bluff we got sick and tired of it after the first four rounds and pulled out." "Why, we tried to sail by Topeka when the legislature was in session and actually the air was so laden with that populist smell that we could only go about four miles an hour." They then went to Chicago where "Altgeld heard of us and as it was but a few days before the Chicago election he came out and wanted us to help swell the Democratic



majority." The rest of the article continues with political cuts like the above. It gave no real information concerning the airship nor the inventor.

49.)

The Houston (TX) Post of April 28, 1897, printed a dispatch from Rusk, Tx., dated April 25. It concerned a sighting which occurred at "2:30 o'clock last night". The witness was awoken by a roaring noise and saw a large object 100 feet up and 200 yards away. He left and returned with another witness and they found that the airship had landed and some men were working on the wings. One of the men asked for some 20 penny nails, which he was given. The wings were 45 feet long, the craft 275 feet long and 12 feet deep. It used compressed air at 150 psi. It had immense headlights at each end and 13 red and green side lights. The inventor came from Wisconsin and said he built five of the airships in a small town in Kansas.

50.)

The Marion (O) Daily Star of May 1, 1897, printed a long article about the sighting by a Star scribe on April 30th. The writer was riding home on his bicycle when he saw the airship descending and he went in that direction. "When he advanced from the thick growth of underbrush under cover of which he had approached the airship and presented his card to the larger of the two occupants of the car, he was quite cordially greeted and invited to partake of the repast which they were enjoying. The scribe declined the invitation but did accept a fine Havana which was proffered him, and while hunting for a match and lighting the weed stole a glance at the strange craft before him.

"The car in which rode the two navigators of the heavens was perhaps 6 X 10 feet in size and three feet deep and was suspended from a cylinder, pointed at both ends and fully forty feet long, by four steel tubes. While resting on the ground these tubes supported the cylinder and the apparatus propelling it, consisting of four eight foot turbine wheels extending horizontally above the cylinder and similar wheels at the rear of the cylinder and on either side perhaps ten feet from what, in a boat, would be called its stern. At the center of the cylinder hung two planes, perhaps five feet wide and eighteen feet long, used to ascend or descend obliquely and, as the scribe later learned, as a sort of brake to lessen the speed after the propelling power had been shut off.

"It was evident that the ship was propelled by electricity but nothing to produce it was seen and the inference is that powerful storage batteries are concealed in some of the many lockers about the car."

The men identified themselves as Charles Ross and William Patterson and that the name of the air ship was the "Air Queen."

The rest of the article contained degrading comments by the aeronauts concerning various Ohio cities and political figures.

51.)

The Daily Statesman of Austin, Tx., of May 7, 1897, reported that Representative Hill of Travis had seen the airship.

"On the night of May 1, while visiting Hyde Park, the airship was faintly visible to the south of the park, moving slowly. It became more distinct as it drew nearer until it came to a standstill very nearly over where we stood, gradually settling on the ground in a few feet of us. We hailed the captain, who answered us in good, ancient Greek that he was the rear admiral of the Greek squadron of airships, now on duty in the American atmosphere, and that his flag ship, Eureka, was now before us for inspection. We were respectfully requested to examine and report to the Twenty-Fifth legislature her dimensions, electric machinery, and armament, the number and character of her officers and crew and the object of her visit to Austin. The shape of the ship is that of the common migratory crane, with an electric battery of 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 made it appear as a star of the third

magnitude at a distance. There are no guns or cannon of any character on this ship. It is well stored with small dynamite shells, to be dropped on the enemy below in time of war. It is certainly capable of doing more damage to an enemy than any invention of the nineteenth century. The officers are a captain, two lieutenants, two lookouts, two electric engineers, four shell droppers and one linguist capable of speaking the language of any country to which the ship may be ordered. No two men, except the linguist, speak the same language and no two are of the same nationality. The man who spoke English showed Mr. Blackburn in the hold of the ship were he had been since he left, and we were informed that the engineer was filling him with dynamite and at the proper time he would be dropped into the granite capitol to burst and blow up the 25th legislature. The captain informed us that it was the opinion of the allied powers that nothing short of that or the sound of Gabriel's trumpet would cause the 25th legislature to pass the platform demands and adjourn."

52.)

The following appeared in the Logan (O) Journal-Gazette of May 6, 1897, as a correspondence from Laurel Run:

"Saturday evening (May 1) a party of loafers were lounging on the saw-mill platform just above the dam, when they heard a strange rumbling, apparently in the southwest; as the weather was cloudy and it was growing dusk, nothing could be seen, but a huge dark looking monster in mid air seemingly coming to the ground. Some of the crowd were held spellbound, some were on the verge of springing into the river; they preferred a watery grave in preference to the stomach of the furious looking bird. One of the crowd being a subscriber to the Blouster News yelled 'Air ship! Air ship!' By this time, the crowd had their right presence of mind, then followed a mad rush to see the miracle of the age which had landed near the waters edge, they found to their amazement that it carried guns, as does a sloop of war. The Vice Admiral informed the boys their intention to harm no one, but to keep their distance; the ship took on four barrels of water; they gave no information except they had left Cincinnati about five o'clock the same evening and they were on their way to the patent office to patent some new inventions on the machine, then followed a rumbling noise, the wizard slowly ascended to the heavens and vanished from sight."

53.)

The following appeared in the St. Louis (MO) Post Dispatch of May 4:

"Jenny Lind, Ark., May 3.--Editor Post Dispatch: We of Jenny Lind are no longer skeptical. The airship has come and gone. About 7:30 last night, our citizens were aroused by the cry from a dozen places in town, 'Airship! Airship!' The whole town turned out to see the long-looked-for wonder. It appeared from the northeast, moving in a southwesterly direction. It came directly over the town, and as it approached the office of the Western Coal and Mining Co. it veered to the right and took a northwesterly direction, passing directly over the Christian Church, where Rev. Nunn is holding a series of meetings.

"His subject was Elijah's translation. Just as he was telling of the magnificent illumination that surrounded Elijah the congregation heard the cry of airship. In the rush to get out of the church Mrs. Berry, Mrs. Staut and two other ladies were seriously injured.

"The ship came down near a spring at the foot of the mountain, near Old Town, and Mr. Elijah Hohenbeck, Assistant Superintendent of the Mines, Prof. Phelps and James Davis got on their bikes and followed it. At the Spring they conversed with the occupants. The manager and owner of the queer vessel gave his name as George Rutzerlitz. The gentleman with whom he introduced as Joseph Eddleman. Now here is the only fishy part of the story. They had a swan with them which they said they had caught in flight.

"Mr. Eddleman told Mr. Hohenbeck that they could move at a speed one-third faster than the fastest flight of birds and that they subsisted a great deal on birds taken in flight. They seem to have perfect control of the monster, for such it seems to us.

"Last night's excitement will long be remembered by the people of Jenny Lind. Groups of men and women remained on the streets discussing the matter and awaiting the return of Mr. James Davis, who accompanied them to Huntington. They offered anyone a free ride with them and Mr. Davis was the only one who would take the seeming risk, and then only after they had assured him they would land him at



any place he desired. On this assurance Mr. Davis entered the car and took passage for Huntington, fifteen miles away. They made the flight of fifteen miles in ten minutes. Mr. L. Jamison, our liveryman, sent a team to bring Mr. Davis back, but up to the time of writing they have not returned, although Mr. Davis telephoned Mrs. James Davis that he had landed all right.

Claud M. Ross  
Joseph Hooker.

"Should your readers doubt this, we refer them to Elijah Hohenbeck, Assistant Superintendent; Jas. Davis, wholesale dealer in ice cream and confections; Jack Jamison, livery and sale stable; Rev. Nunn, pastor Christian Church.

"Now as to the veracity of these people, I refer you to Mr. R. M. McDowell, General Manager of the Western Coal and Mining Co., corner of Sixth and Locust streets, St. Louis

"Mr. McDowell was found in the offices of the Western Coal and Mining Co., Equitable Building, Tuesday morning. He read the above.

"Yes," said he, "I know all those persons. We have extensive works at Jenny Lend. I don't understand the letter, though. It is very strange."

54.)

The Atkins (AK) Chronicle of May 7, 1897, reported that the Chronicle had been informed that the airship was going to land 7 miles from town on the Arkansas River on the evening of May 4th. Accompanied by J. H. Fry, they went to the said site. About 8 o'clock they arrived at the site and found J. M. Whiteside who said that "something like a box car with wings" had passed 150 feet over his head. He pointed to some uprooted trees and said that it passed over so fast that the wind pulled the trees up. They went in the direction that it was traveling.

"After proceeding about one mile we emerged from a heavy growth of timber and brush upon a pretty green spot upon the river bank, when our nostrils were greeted with the delicious odor of simmering coffee and frying fish. We looked, and in the green spot rested the most peculiar looking object we had ever gazed upon. It was 60 feet long by 25 feet wide, and 20 feet high. Wings of glistening steel 6 x 4 feet were upon each side, and at each end were also wings of steel, but some smaller. The body of the ship was made of the most delicate steel and was painted a dark red. A jaunty little cabin occupied the center of the deck from whence came the odor of cooking. As we approached the ship a man with a heavy red beard and a pleasant face stepped to the low railing and greeted us.

"He stated that his name was R. R. Flyer of Parsons, Kansas, and that he was the inventor of the wonderful air ship. He invited us on board and showed us some of the workings of the air ship. It works by electricity; by touching a button the batteries are put in motion which starts the steel wings moving and the great ship bounds into the air. A great headlight similar to those used on locomotives is attached to the front end which furnishes the light to travel by during the night. By touching another button a fine steel netting drops over and completely around the ship. The netting is bullet proof and in time of danger makes those inside absolutely safe. Mr. Flyer informed us that his usual speed in traveling was 100 miles an hour. A young man named Siequies, also of Kansas, accompanied him, and a negro man who acted as cook.

"As we were leaving the ship from some unknown cause the ship started up, and the writer tumbled over the railing in a hurry, having no desire to take a trip to the clouds. Prof. Fry, however, was not so fortunate, and as the airship bounded into the air the Professor was making frantic efforts to disengage his coat-tails from the railing, which he finally succeeded in doing as the ship was about 30 feet from the earth. He gave a whoop and jumped, and our artist here portrays his graceful descent to terra firma.

"As the airship gracefully floated out over the river, Mr. Flyer waved his hat as a farewell, and soon the ship was but a speck in the sky and flying with great speed toward the south."

55.)

The airship story which Constable John J. Sumpter and Deputy Sheriff John McLeare related to a Hot Springs Sentinel reporter the other night on their return from a midnight trip beyond Sugar Loaf mountain subjected them to the jokes and gibes of their friends, says the Little Rock Democrat. They,

however, most seriously maintain that it is absolutely true, and their earnestness is puzzling many, who while unable to accept the story as a fact, yet see that the men are not jesting. In order to convince their friends of their sincerity at least, Constable Sumpter wrote out the following statement, detailing their discovery, to which he and Mr. McLemore made affidavit:

"While riding northwest from this city of the night of May 6, 1897, we noticed a brilliant light high in the heavens. Suddenly it disappeared and we said nothing about it, as we were looking for parties and did not want to make any noise. After riding four or five miles around through the hills we again saw the light, which now appeared to be much nearer the earth. We stopped our horses and watched it coming down, until all at once it disappeared behind another hill. We rode on about half a mile further, when our horses refused to go further. About a hundred yards distant, we saw two persons moving around with lights. Drawing our Winchesters-for we were now thoroughly aroused to the importance of the situation-we demanded: 'Who is that, and what are you doing?' A man with a long, dark beard came forth with a lantern in his hand, and on being informed who we were, proceeded to tell us that he and the others-a young man and a woman-were traveling through the country in an airship. We could plainly distinguish the outlines of the vessel, which was cigar-shaped and about sixty feet long, looking just like the cuts that have appeared in the papers recently. It was dark and raining and the young man was filling a big sack with water about thirty yards away, and the woman was particular to keep back in the dark. She was holding an umbrella over her head. The man with the whiskers invited us to take a ride, saying that he could take us where it was not raining. We told him we believed we preferred to get wet.

"Asking the man why the brilliant light was turned on and off so much, he replied that the light was so powerful that it consumed a great deal of his motive power. He said he would like to stop off in Hot Springs for a few days and take the hot baths, but his time was limited and he could not. He said they were going to wind up at Nashville, Tenn., after thoroughly seeing the country. Being in a hurry we left and upon our return, about forty minutes later nothing was to be seen. We did not hear or see the airship when it departed.

"John J. Sumpter, Jr.

"John M'LeMore

"Subscribed and sworn to before me this 8th day of May, 1897.

"C. G. Bush, J.P.

-From the Daily News Record of Fort Smith, Ak., May 13, 1897

56.)

The Portland (OR) Telegram of December 2, 1896, printed an article based on a letter received from a former resident now working for one of the San Francisco papers. He wrote that he met the inventor of the airship in San Mateo county ten days ago. He reported that he even flew in it. "The airship in which I made my ascent is 22 feet long, 7 feet of beam, as we would term it in nautical parlance, and 7 1/2 feet high from the ground. It is merely a rough model for experimental purposes, devoid of all the elegant and comfortable interior fittings later airships planned after this model will contain." He claimed they flew over Los Angeles at an altitude of five miles.

57.)

The Kearney (NB) Daily Hub of March 1, 1897, reprinted an article which appeared in the Woman's Gazette of Beatrice, Nb. It was in the form of a letter written by Anton Pallardy, an alleged scientist from the Black Hills. He stated that the airship was built in a country known as "Mauvais Terres" which was northwest of Nebraska. He and three companions were flying the ship in order that the people beneath its path would become familiar with it. The ship was described as "something like a very large umbrella with a transparent covering. This large umbrella is immediately above the car, which also contains the little motor for operating the large wings immediately above the umbrella. These wings are expanded and contracted at the pleasure of the engineer. Suspended above and attached to these wings are two very thin, aluminum balloons containing the new gas, helium. Immediately between the wings is another smaller umbrella-like affair that can be made to revolve very rapidly, for a purpose I dare not disclose to you."

58.)

The following story appeared in the Saginaw (MI) Courier Herald of April 22, 1897:

"Lumberman Guinnin sat awaiting his chance in Snyder's 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 employee of the night force of the coal miners was interviewed on the subject with this result:

"Yes, we heard a whirring noise approaching from the north. Sounded like the hoofbeat of fastly running horses on an asphalt pavement. Next, we noticed a red and green light in the air moving along so fast that it seemed a stream of red and green fire. It came so rapidly, that before we could exchange a dozen words, a boat-shaped machine was directly over our heads and was being lowered to the ground. Some of the colored men working in the mine are very superstitious, and the velocity with which they got away from that machine could be equalled in speed only by the machine itself. The hoist boss had been reading about the mysterious airship, however, and he realized at once that that was the object now before us. In a minute, a feminine voice from somewhere in the ship asked to speak with the mine boss. She said this was the aerial ship 'Pegasus,' that her husband had spent 18 years inventing it, that he suddenly expired the day the last intricate piece of machinery had been adjusted in its place for the successful maiden trip of the first and only airship in the world, that she in company with the two men now in her employ had been the constant companions of the inventor, and that after his death near the North Pole, she had decided to make the initial trip. She had made by two stops-one in the Pennsylvania coal fields and the other here. She wanted to purchase 300,000 tons of coal. An electric shovel connected with the ship was set in motion and in less than thirty minutes the immense coal bin was filled. The boss endeavored to get sufficiently near the ship to see the working of the machinery, but invisible currents of electricity completely shocked and paralyzed all who volunteered within 100 feet of the thing and the lady cautioned all to keep away, saying that no one on this earth would learn her secret.

"She asked for copies of the daily papers and one of the boys gave her a copy of the Battle Creek Moon containing a notice to the effect that in passing over that city a few nights previous, a letter had been attached to a huge sailors needle and dropped in front of the Moon office. The lady laughed heartily upon reading the same and said the next time she tried to correspond with the man in the Moon, she would use something besides a sailor's needle, and intimated that the editor of the Moon had lied. Now the writer was acquainted personally with Charlie Barnes, city editor of the Moon, and knows that he was a man of truth and veracity. Charlie never took a drink of anything in his life stronger than milk, being so strictly temperate that he would not use either tea or coffee. Charlie might have been imposed upon by the employees who discovered the needle and letter, but he would never intentionally lie about it.

"Suddenly, two bells were sounded, the ship went straight into the air, circled around a few moments, eagle like, to get its bearings, and headed direct for Reynolds, Mich., at which place the lady said she must stop to inquire how the farmer was whom her 9 1/2 foot engineer had kicked and broken his hip. She said while anchored there for repairs to the electric machinery, the crowd became so curious that it was necessary to use force to keep them away. If the man is seriously hurt she will give him \$100,000 as she is immensely wealthy. From Reynolds, the ship was scheduled to return to the North Pole by way of Chicago."

59.)

The Wauwoc (WI) Gazette of April 15, 1897, printed a story which said the airship was invented by "Prof. Bald of the Insane Infirmary of San Francisco" and he stole his idea from "Darius Green." Since his tests were successful, he made arrangements to fly to Washington but "as he expected to get the contract for delivering the mail, he would have to stop over at Wauwoc, and see the future

postmaster of the thriving city, and arrange for the service there as Wanowoc is fast becoming the greatest mail order town in the world. He stopped and picked up Harve Douglass and they flew on to Washington. "Having dined with Postmaster Gerry, Harve proceeded to business and soon convinced Gerry of the magnitude of the mail order business carried on in Wanowoc, and also secured his promise of appointment as postmaster." They even visited with President McKinley. They then headed back to Wanowoc after "stopping for dinner in Cleveland and supper at Chicago."

60.)

The Evening Republican of Decatur, Ill., of April 15, 1897, ran a very long article concerning an airship inventor. A reporter for the paper met a C. Devonbaugh, living near Vandalia, Ill., who built the airship. The reporter was shown the airship which was kept in a barn owned by Devonbaugh. "The machine or airship was composed of two cigar-shaped spheres of aluminum, each 45 feet in length, and eight feet in diameter at the center, tapering to a point at the bow and stern. The two were bound together by slender but exceedingly strong steel rods." The floor was made of pine and a cabin, large enough for 5 or 6 people, was fitted with divans and provisions. Devonbaugh refused to show the power source but said that it was electricity "generated by a new process which he wished to perfect and cover with letters of patent before allowing the secret to pass into other hands." It had wings that were hinged to the sides and these were the same size as the craft. "The raising and propelling power were derived from three 'rothascopes,' composed of canvass and steel ribs which were attached to revolving masts and which could be set at any desired angle." The rudder was operated by a wheel. Above the revolving masts were two more masts which supported a parachute in case of accident. At a later date, the reporter even took a trip on it. He, Mr. and Mrs. Devonbaugh, her sister, and a hired man took a flight in it. They pulled it out of the barn, threw over several large iron weights, and it rose. Devonbaugh pulled a lever and the steel mast began to revolve and it rose faster and faster. Then the wings were extended and the position of the "rothascopes" were changed and it began to move forward. He was told they were 2,000 feet up, going at 65 miles an hour, and that the destination was Chicago. When they were over Chicago, they turned on all the lights of the ship to startle the people below. The reporter tied a rock to a copy of the Republican and threw it overboard. After circling about Chicago for several hours, they headed back to Vandalia. "Mr. Devonbaugh states that he has been in correspondence with the Cuban junta and if certain arrangements can be made the ship will be taken to Cuba and used against the Spanish army. The effect which dynamite bombs may cause when they come tumbling from an invisible source, high in the air, can be imagined."

61.)

The Tribune of Eddyville, Ia., of April 23, 1897, printed the following:

"A gentleman who resides north of town and his word we have no reason to doubt, declares that the monster ship came to earth a few miles west of here in order that some repairs might be made on the ponderous machinery used to propel the aerial craft. The ship was manned by about 25 men and during the time in which the engineers were engaged in making the necessary repairs, the deck hands scattered about through the timber in many directions, evidently making a geological study of this mundane sphere, and when the whistle sounded for all aboard, it was supposed that all had responded and the strange craft pulled in her anchors and got under good headway, a number of farmers hastened to the spot from which the craft was seen to start. While investigating the surroundings and carefully examining the potato peel and corn husk which had been dumped out through the kitchen window, a strange looking human being put in an appearance and seemed almost frantic, on discovering that the ship had taken its departure and he had been left.

"His language was like anything ever heard and his looks were entirely different from any human creature ever seen by living men. The informant says that the stranger has been put in a cage and is being kept for inspection by scientists. It was further stated that the persons in charge of the ship were not inhabitants of Mars or the moon as has been supposed but were from a country beyond the North Pole. The Tribune hopes that this and this explanation will be satisfactory and that the theory will be accepted by the public in general as a final solution to the great mystery."

62.)

The New Orleans (LA) Times-Picayune of April 25, 1897, printed an interview with Rabbi A. Levy, of Beaumont, Tx., who was in town seeing his niece.

"You can take my word for it," said he, "that the airship is no myth. I had heard a good deal about it, but placed little reliance in the stories that were circulated, and doubted until the moment I saw it. It was about ten days ago on a farm about two miles from Beaumont, which is my home. About 10 o'clock that night the whole country around was aroused by the report that the airship had been seen and that it had alighted on a farm near by. My curiosity was aroused and I went to see it. I learned that they had stopped to lay in a fresh supply of water. It was dark as pitch then, and I could see very little except the outlines of the ship. It was about 150 feet long, the body being shaped something like the shuttles used in an ordinary sewing machine. On either side were immense wings, about 100 feet long. It seemed to be made of some light material, what, I could not say. I spoke to one of the men when he went into the farmer's house and shook hands with him. It is run by electricity, but how it is applied I do not know. Yes; I did hear him say where it was built, but I can't remember the name of the place, or the name of the inventor. He said that they had been traveling a great deal, and were testing the machine. I was so dumbfounded that I could not frame an intelligent question to ask, so you see I can give you but very meager details. One thing I do know, and that is that an airship is an accomplished fact, for I have seen it, and many of my friends have seen it flying in the air."

63.)

The Cincinnati (O) Enquirer of April 25, 1897, printed a very long article dispatched from Lancaster, Ohio, of April 24th. It reported that several evenings ago, a man was on his way home between Baltimore, D., and Lancaster between 8 and 9 o'clock. Suddenly, his horse became highly agitated. He looked around and saw the airship descending nearby with a hissing noise. He saw the forms of two men who were conversing in an unknown language. He went closer and met the men. One was apparently Oriental and the other was American or English. They wanted to know what the people and the newspapers were saying about the airship. The witness happened to have a copy of the Enquirer and he gave it to them. He was told that they had been on a six month experimental trip. The ship was called an "aeribarque." "The contrivance itself was a strange piece of mechanism, and stood from 12 to 15 feet high. The lower half, or car, was an oblong square 8 by 5 feet. The upper half, an elongated globe, apparently 8 feet at its greatest diameter, gradually diminishing and terminating in rounded points, its extreme length being 15 to 18 feet. The frame appeared to be a wire network, only the wires were of an immense size—an inch in diameter on the bottom and sides of the car, growing smaller as they ascended, until at the top of the elongated globe they were not more than a quarter of an inch.

"They were joined together at close intervals and in both directions across the bottom, and ran up perpendicularly 5 or 6 feet, then curved inward till they nearly met. Then outwards, upwards and over, till they formed the complete circle of the outer frame of the elongated globe or cigar shaped apparatus spoken of in the papers. Inside of this upper network was a bag or balloon, just fitting it and partially inflated."

The car had Oriental rugs on the floor and luggage, blankets, canned goods, and the like were placed in various parts of the car. He saw a series of buttons that controlled the lights, the rudder, the propeller, and the flow of gas to the balloon. The ship then left toward Newark.

64.)

The Cincinnati (O) Enquirer of April 27, 1897, printed a dispatch from Bradford, O., dated April 26th. It read:

"David Brant, Oscar Richards, and Colonel Michael Roach, all reputable citizens of this place, claim to have seen the airship descend near here, and that they talked to the occupants, one an Englishman and the others speaking some foreign language."

65.)

The Belwood (NB) Gazette of April 30, 1897, printed the following under the title "Luxemburg Items":

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"Pete Brown claims to know all about the airship. He says: 'I have seen it, I had a ride in it, I dined upon its decks three miles above the earth, the captain is a man named Thompson, he took me over the course pursued by Jack McCall in his race for governorship. The airship was built in a remote corner of Phil Smith's island, where the sounds of the hammer and saw were deadened and where no stray passers ever chance. Fred Morgan is engineer and the man who struck Pat Murphy is Second Mate. The ship is run by wind collected by following up Billy Bryan during his campaign tour. It is a very interesting vessel.' For further particulars see Pete Brown.

Tiddly Winks."

66.)

The Houston (TX) Post of April 30, 1897, published a letter to the editor by H. C. Lagrone of Deadwood, Texas. It stated:

"About 8 o'clock p.m., I heard my horses-old gentle work stock-snorting, running and bucking around like a drove of bronchos on a regular stampede. On going out to my lot to see what could have alarmed them, I sighted about a quarter of a mile off and seemingly about 300 feet from the earth a very brilliant and variegated light, coming from southwest and headed northeast, traveling rapidly. It would occasionally make a circle, and now and then be reflected down to the earth, virtually turning a very dark and cloudy night into day. After hovering around for a few minutes it gradually descended in an open field nearby. I, by this time, having recognized it as the airship, went directly to the place of landing, and on arrival found the ship of about the same make up as given by various correspondents. Its crew was composed of five men, three of who entertained me, while the other two took rubber bags and went for a supply of water at my well, 100 yards off. They informed me that this was one of five ships that had been traversing the country over recently; and that this individual ship was the same one recently landed near Beaumont, in this state; after having traveled pretty well all over the Northwest. They stated that these ships were put up in an interior town in Illinois. They were rather reticent about giving out information in regards to the ships, manufacture, etc., since they had not yet secured everything by patent, but stated they would soon be secure in this, and expected to establish a factory in St. Louis at an early day, and would at once enter into active competition with the railroads for passenger traffic; especially in transcontinental travel. They stated that they could shorten time from Atlantic to Pacific two to three days. The ship's crew were careful not to forget earthly things though traveling in the heavens. There were well supplied with edibles of all sorts-likewise drinkables; had a good supply of beer and champagne. Also had a full supply of musical instruments."

67.)

The Converse County Herald of Lusk, Wyo., of May 6, 1897, reprinted an article from an undated issue of the Buffalo Voice. It stated that about 2 o'clock on Friday afternoon, many saw a small black cloud moving slowly from the southwest. It was soon recognized as the airship and a crowd quickly gathered, armed with field glasses and telescopes. "It looked though to be of a conical shape, with an arrangement at one end that looked like the propeller of a vessel. Two wings extended from each side which, at the time the ship was seen were stationary, and the ship was sailing like a large bird.

"When the ship got directly over the town it stopped and the excitement among the large crowd observing it became intense, for it was thought the wings would close and the great artificial bird settle down, but such was not the case. It could be seen that there were moving objects aboard, but their shape or size could not be distinguished, but Mr. Proctor, who had a very powerful telescope, which he would not lend to anyone else, declared that he could distinctly see five men and said they were preparing to let down a rope which was wound on a reel.

"Such proved to be a fact, for a few minutes later an object was seen descending and when it reached the ground in front of Walter's ice house it proved to be a basket. A rush was made for it and it was quickly opened by Mayor T. P. Hill, who was given precedence. In the bottom of the basket there was a piece of lead weighing about three pounds, and there was also a note. The note was quickly opened. It was found to be written in a foreign language, which the mayor could not read. Mr. N. C. Jensen said it was Danish and volunteered to read it. The Mayor handed it to him, and he read as follows:



"In air, 3,400 feet-To the Hon. mayor and council-gentlemen: We ask you for aid in the shape of feed. There are five of us in this air ship. We left Sliswig, Denmark, on the 27th day of March. We had our ship under perfect control until ten days ago, when a part of the machinery got out of order and since then we have not been able to lower the ship or keep on any direct course, but have to drift at the pleasure of the air currents. We hope to remedy the defect in a few days. We have run short of provisions and beg of you to send us some canned meats, flour, and coffee, for which we will ever thank you.

"C. N. Johnson  
"Commander."

"The request was quickly complied with. The rope made three trips back and forth and took up two sacks of flour and twenty cans of corned beef. The mayor sent up a note expressing regret that the aerial travelers could not visit the town.

"The appearance of this strange air ship has been the talk of the town ever since and dispells all doubt as to the existance of such a wonderful contrivance, which has been so much talked about and supposed to exist only in the imagination of persons who had taken freely of a peculiar brand of 'bug juice.' After receiving the provisions the air ship gradually disappeared."

68.)

The Hutchison (KS) Weekly Interior Herald of May 8, 1897, printed the following:

"The airship fantasy does not seem to be confined to the west. The Ellwood City, Pennsylvania, Motor, L. F. Cain's paper, says:

"The airship, that is making a tour of the country, is now stopping at Chicken Coop Hill, south of town. The ship is in charge of one man, and he seems amply able to protect it from the eye of the curious. He has a rope stretched around the ship so that no one can get nearer than 22 feet and 3 inches. Fully a thousand people were up last night, and probably three times that many will be up there to-night, as special trains will be in from Pittsburg, New Castle, and Youngstown. J. H. Ballard, the man who has the machine, says he lives three miles from Tuscon, Arizona. He left home on the 2nd day of March, and will try to make New York about the middle of May. He says he could make New York City in one hour and 30 minutes, but he is studying his machine and making improvements."

69.)

A May issue of the Decatur (TX) Texas Star printed:

"Lots of people in Wise County thought at first the airship seen in various parts of the state was only a joke, but when it lit on the old vacant courthouse lot in Decatur last Saturday the people were amazed-and W. K. Logan thought it was the 'Second Coming,' spoken of in the Bible, and he bowed down on his knees and 'began to worship it!' It was the most peculiarly constructed thing we ever saw-(except Cliff Cates.) It was built something on the style of Noah's Ark, with rounded off, head and tail on each end and wings in the middle! There were four men in it, (all unmarried.) Several of the business men of Decatur gathered around the concern, and examined it-but the occupants wouldn't allow anyone to go on it or see how it was constructed on the inside. They came down to 'add an extra feather to the tail of the machine, so they could travel faster!' They had been traveling 150 miles an hour and said they would have to go '200 miles an hour' in order to get back to Jericho 'in time for breakfast!' They said they were going all over the world-collecting valuables in every locality. All the valuables they got in Decatur were a copy of the Star, a box of Hayter's Eye Salve, a lock of Thad Shaw's hair, one of Abe Mulkey's song books, and a jug of 'Blind Tiger Cough Syrup.' They said the next place they'd stop at would be Hong Kong, China, (which is just halfway between here and Jericho,) where they will add to their collection a 'Chinaman's pigtail, a box of tea, and Li Hung Chang's battle ax.' They are collecting the different valuables to put on exhibition at the Grand Royal Palladium of Wonders, which opens up in the city of Jericho sometime in July and runs till the last of August. Everybody is invited-provided they 'furnish their own airship!' After getting a drink out of a public horse trough on Jockey Trader's corner, the four men got into the ship, pressed a button, and the thing commenced buzzing and snorted up! Doc. Wilson, Mr. Middleton, and Benson, the barber, were standing too near the ship, and one of the tails struck Doc. Wilson and broke his back. Benson got one of his fingers broken, and Mr. Middleton, who attempted to steal a ride by swinging on to one of the

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wings, was fatally crushed! After the machine got up about a mile high it started off in a bee line for China. Those present were Senator Gordon, County Attorney Buckaloo, Capt. Sellers, Col. Riley, Judge Johnson, Squire Tankersley, Harry Prince, Sheriff Moore, Maj. Long, Fred Edwards, Mayor Simmons, J. B. Hayter, Jim Gilliland, Pete Dooley, Cliff Cates, Dave Woodyard, Si Slocum, and Frank Roberts. -All of the above parties were eyewitnesses, and know all about it. They are all honest and truthful, strictly 'temperant,' of sound mind, all go to church, and all were 'perfectly sober' the day the ship landed here."

70.)

The following appeared in the Memphis (TN) Commercial Appeal of April 22, 1897, and taken from an undated issue of the Newport (AK) Herald:

"Two Herald reporters took a little boat ride yesterday, and when a short distance up the river rowed across to the other side, landed and walked up on the bank. While standing there a strange object was seen through the woods, and the men of the pencil approached. It did not dawn upon them what kind of an 'animal' it was until within about fifty yards of it. Then it was that thoughts of the airship flitted through their minds. They came up to where it stood and found the 'crew' sitting about reading Friday afternoons Chicago papers.

By asking a few questions it was ascertained that the crew consisted of two men and a woman-B.W. Turksley and wife of San Francisco and W. B. Frawley, 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. Frawley is the power behind the throne-that is, he furnished the funds to put in operation the product of the brains of the former.

"The party travel at night only, stopping in some quiet place in the daytime, because they are only experimenting and the workings of the ship would be watched too closely in daytime.

"I have not as yet been able to attain the high rate of speed I hope to before I show my machine to the world," said Mr. Turksley, in reply to a question as to its speed, "although I can go at a pretty good clip now. We went from Springfield, Mo., to near Chicago Thursday night, and came here from Chicago last night, but we intend to make San Francisco tonight, as I understand it more thoroughly with each succeeding trip."

"You certainly have astonished the world," ventured a reporter.

"I am thoroughly aware of that," he replied, "but I have not startled myself. Ever since I was a little boy I have watched the birds fly about and wished that I had money enough to experiaent on aerial navigation. In later years I decided to experiaent 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. Frawley, who was a boyhood friend, to furnish the money with which to put my plans into execution, with the result you see."

"Mrs. Turksley said she thoroughly enjoyed sailing through the clouds on the monster airship. At first, she said, a queer sensation would come over her when the ship was raised into the air, but she had become accustomed to it now.

"At 7:20 the machinery was put in motion and the ship rose in the air and disappeared over the treetops in a westerly direction."

71.)

The following appeared in the Algona (IA) Republican of April 21, 1897, and was taken from an undated issue of the Britt Tribune:

"On Saturday last it was over Bingham township. Mr. Davis, the gentleman now on the old Chas. Barber farm saw it. Signals of distress were flying, and the scheme was finally evolved of sending a kite up; this was accordingly done. The machine was anywhere from 4000 to 5000 feet high and simply floatng. All the string in the neighborhood was attached to the kite and after several failures the occupants of the aerial car caught the tail of the kite and pulled it in. When the kite was set free the good people of Bingham township were astonished to read written on the kite an account in lead pencil of the adventures of the aeronauts. It seems that they started the middle of March from

Benicia, Cal., with a months provisions on board, and crossing the Rocky Mountains their supply of hydrogen gas ran low and their machine landed in the crater of an extinct volcano. They lay here several days resigned to death as they were surrounded by insurmountable cliffs. On March 27th they discovered gas issuing from a crevice in the ground and to their great joy discovered it to be pure hydrogen gas. By the aid of a hose and couplings they finally succeeded in filling the hydrogenator of their machine and when filled it again ascended to the heavens like a flash. This was on April 1st, since which time they have sailed over all the western and middle states. The letter on the kite explained that the natural gas taken, being so much lighter and stronger, it had set every valve on the hydrogenator and they found it impossible to descend to a lower altitude than that of the top of the volcano. They can ascend to any height desired, but they can't get down. Scraps of paper have been thrown overboard until every piece had been used, and there the poor aeronauts are floating between heaven and earth with no possible way of descending. The letter on the kite said that one of the party showed symptoms of dementia from the long continuous strain on his nerves, and requested that their families in Benicia, California, be notified of their unfortunate predicament. They state that they have provisions ample for at least 10 more days and that they are undecided as yet whether to return to the mountains and endeavor to land or to make a trip to Mars. They say they can plainly see the Martians at work on their farms from the extreme altitudes they have obtained and that the lines and bands that astronomers have taken to be irrigation ditches or canals visible only through powerful telescopes, are really bicycle paths made of chalk and white marble; that they have been near enough to see that the country is inhabited by a race of giants 20 feet high who have tails like monkeys. When riding their bicycles their tails stand straight up in the air like telephone poles, which gives these people a peculiar fierce and war like aspect. The letter concluded by requesting that a copy of the letter be sent to their wives in Benicia, California, and thanking Mr. Davis for his kindness in sending up the kite. They floated off in a northeasterly direction and have been heard of every day this week over some part of Illinois."

## CONFIRMED CE3 HOAXES

Perhaps it was noticed that the hoax CE 3's were not included in the previous chapter on confirmed hoaxes. These reports will now be presented and studied. These hoaxes fell in the same types that the previous hoaxes did: by the witness, by others, and by newspapers. With the belief that CE 3's may hold the solution to the UFO phenomenon, it is of even greater importance that these hoaxes be brought forward. It is extremely fortunate that these became confirmed hoaxes. Otherwise, they could remain in the lore of UFO's as fact.

The hoaxes by the witness are out-right lies. They seem to have made the same mistakes that the liars in the previous chapter did. That is, the hoax confirmation was made by others that they named in the story. In the first story of this type, the witness' wife revealed the lie. According to the San Jose (CA) Mercury of December 1, 1896, John Horen met the inventor of the airship in San Francisco on November 26th. The ship was made of thin aluminum plates, 163 feet long, and 56 feet wide. He boarded the airship and they flew to Honolulu, Hawaii, and back at the speed of 138 miles per hour. The San Francisco (CA) Examiner of December 2nd printed the statement of Mrs. Horen who said that her husband had not left San Jose and was sound asleep at the time he said he was on the airship.

On April 17th, several men on a train near Bartonville, Ill., saw the airship with several persons around it. They stopped the train and the crew went to the airship. They found three men and a young woman; the men being dressed in blue uniforms with brass buttons of a United States officer. They said the ship had been built on Grosse Island, in the Maumee River near Toledo, O., and that five more were being built to send to Greece. The craft was 28 feet long, 14 feet wide, and consisted of two cigar shaped bodies side by side. It had a canvas house, a headlight, and a rear propellor. After half an hour, the train crew had to leave. This was according to the Peoria (Ill) Herald of April 18th. The Peoria Times of April 19th said it was a fake report by one of the trainmen.

In the next report, it was fortunate that someone decided to investigate the report. A dispatch from Pacific Grove, Ca., dated December 2nd and appearing in the San Francisco (CA) Call of December 3, 1896, said that two fishermen, saw the airship, 15 miles from the city, at an early hour. It landed on the water and moved at a moderate speed until it landed on the beach. When it landed, three men got out and carried it into the woods. One of the men came back and took the fishermen to the ship. The other two men were observed making repairs on the ship. The ship was 60 feet long, cigar shaped, and the steering apparatus was being worked on. It was made of a light material like aluminum and it had large wings folded close to the body. The fishermen had to leave before the repairs were completed. The San Francisco Examiner of December 4th said that no woods exist where the report indicated and nobody there, or around there, ever heard of the two fishermen. The Pacific Grove Review of December 5th printed an article about it, but it was so outlandish that it would serve no purpose to reproduce any of it.

The Galena (KS) Evening Times of April 20th printed a story taken from the Pillsbury Headlight which said a man named Tolliver had arrived from Weir City on the train. He said the airship had been seen by hundreds of people at Weir City and was 150 to 200 feet up. The man on it lost his Fredonia hat which fell and was found to bear the mark of a Kansas City clothier. The agent wired Weir City and was informed that no one there saw it except for Tolliver and no one believed him. Here again, the fact that someone decided to make some investigation eliminated another story.

The Little Rock (AK) Arkansas Gazette of April 22nd printed a story in which Capt. "Jim" Hooton said he saw the airship on the ground near Homan, Ak., at 1800. It made a sound like an air pump and there was a man wearing smoked glasses working on something. The man said it was the airship. Three or four more men came out of the keel. The front of the the ship ended in a knife like edge and the sides bulged gradually to middle, then receded. There were three large wheels on each side, four paddles at rear, and aeroplanes on top. The man said they used condensed air as motive power. The Kansas City (MO) World of April 24th printed a statement by Hooton that it was a hoax.

The following report indicates that there are times when the truth needs to be literally beat out of some hoaxers. The Racine (WI) Journal of April 12th ran an article in which a boy said he saw the airship land for water. He talked to one of the crew who said they were from Cuba and had been up for 62 days. They were lost and desired to get to Key West. After they filled the boiler, it rose and left toward Milwaukee. "The boy was taken down into the cellar and spanked by his mother and said he would never again tell a lie on Sunday."

The Trenton (MO) Tribune of April 16th published an article taken from the Chillicothe Tribune of an unspecified date. It stated that the airship had landed 50 feet from the electric plant house in Chillicothe at 0330 one morning. Mr. Baker and Mr. Boyd, night electricians at the plant, went out and saw it. It was cigar shaped, 50 feet long, 12 feet wide, and three men were about it. One of the men

left to the northwest. The Trenton Republican of April 16th printed an article from the Chillicothe Constitution which said Manager Wheeler of the Gas and Electric Light Company said it was a hoax and so did Mr. Baker. They said the Mr. Boyd made the whole thing up. This is one of the several cases where a different paper in the same town exposed the hoax. It is very probable that there are many such instances that remain unexposed. This would be very possible when it is realized that not all newspapers survived the time span.

As could be expected, many of the hoax stories originated in the newspaper office. The examples that follow give solid evidence that this was practiced widely.

The Hudson (MI) Gazette of April 16th reported that at 2200 many people saw the airship over the city. Several saw men on it and one man was trying to wave a hat. It was cigar shaped, had a canvas canopy, moved against the wind, and about 400 feet up. It had red and green lights. The Adrian (MI) Times and Exposition of April 17th printed a dispatch from Hudson that said the whole story was a lie.

The Columbus (O) Press of April 23rd printed a dispatch from Glouster, O., dated April 22nd, which described a sighting there by a Press correspondent. It was a very long article and states that the airship landed and some men were loading coal. They loaded half a car of coal and several 3 barrel tanks of water. He went forward and met the men. They wore black uniforms and one said his name was Frank L. Lossing, of Denver, Co., and the captain was August Defalanath, and the other man was Mr. Gordon. The ship was built in a small town near Albuquerque, N.M. They were on a trial trip and carried 12 sailors and his family. It used a dollars worth of fuel daily and went 150 miles in 12 hours. The April 25th issue of the Ohio State Journal of Columbus, O., published another dispatch from Glouster which said the whole story was a hoax.

The Perry County Tribune of New Lexington, O., of April 29th printed the claim that A. N. Anias saw the airship land near Pigeon Roost on the evening of April 26th. It was 40 feet long, 8 feet wide, pointed at both ends, and equipped with bat-like wings that flapped slowly as it landed. It landed on 10 legs; 5 on each side. A door opened and four men came out. One of the men said he was a hermit living in southern California and that he had invented the airship. They could go 200 miles an hour and had instruments that could locate anything on the earth; coal mines, water stations, milch cows, laying hens, and prohibition drug stores. The object of this visit was to obtain milk for the baby engine. "Just then an agonizing cry attracted the attention of the men and they turned around to see the cow down on her knees, praying in an audible voice to--and we would like to make this lie a little bigger, but a storm is raging and telephone connection with Joe Mulhatton is broken and our base of supplies is cut off."

The April 21st issue of the Columbus (IN) Republican ran a long article which said the airship had landed near Martinsville, In., on Weed Patch Hill. The operator and inventor was E. J. Pennington and he said they would remain there for several days to make repairs. In an interview, Mr. Pennington said they were on their way to Cuba to aid the patriots. He said they had three ships in the air; one would be at the Tennessee Exposition, one exploded (presumably at Kalamazoo, Mi.) and the one here. The Franklin (IN) Republican of April 23rd wrote: "However it developed as usual in such cases, that the story was a pure fabrication. None of the natives of Brown (county) have been able to see the machine and it has not been anchored on the Hill."

Not only did the newspapers create many of the hoaxes, but were also the victims of hoaxers. This was mainly done in the vein of sending fake dispatches to the publishing paper. Fortunately, in many of these, someone would investigate it.

The Minneapolis (MN) Tribune of April 13rd printed a special from Rice Lake, Wi., which stated that the airship had been seen there on April 11th at 2045. Dr. J. P. Valby went on board to aid the captain who had la grippe. At 2215, the ship began to rise with Valby on board. The captain held a rifle on the doctor in order to keep him aboard. They fought over the rifle and when the doctor found himself with the rifle, he jumped over board. He fell 40 feet and landed on a log in a pond, still holding the rifle. The Rice Lake Leader of April 15th said the story was "a trifle exaggerated" and said it was a "rather good joke." The Eau Claire (WI) Telegram of April 16th printed a short from the La Crosse Press which stated: "The airship liar who lives at Rice Lake, Wisconsin, is neglecting his opportunities. He should be managing editor on some great New York paper or he might secure a lucrative position with Weyler in Cuba. Such a bold, ingenious liar should not be cooped up in a small place like Rice Lake, where his light is hidden under a bushel. He should not despair, however; if he keeps on in his present course, he is bound to be recognized."

The Burlington (IA) Hawkeye of April 16th reported that on April 14th, between 1900 and 2000, the airship was seen to land near Birmingham, Ia.. It was 100 feet long, 20 feet high, lighted, tapered

Birmingham, who said he could find no one who claimed to have seen it and could not locate anyone named Wm. H. Walters.

Naturally, there were instances when the hoax was created by someone other than the witness or a newspaper. It is not identified how the following individual created the hoax. It would seem that it was either a kite or a balloon described with an active imagination. It appeared in the Crown Point (IN) Lake County Star of April 16, 1897: "Joe Young's air ship, sent up on Sunday evening, was espied by many of our people—some scrutinizing it so closely that they could see men in it with wings on. We are all on watch and nothing can escape."

The next case of this type is fairly well-known in recent UFO literature. If the many references of this report, during the airship wave, were put together, a small booklet could be put together. There were two articles about it taken from the Waterloo, Ia., papers that were nearly full page articles. The story goes that at about dawn on April 16th, the airship was found landed on the circus grounds at Waterloo. The navigator gave his name as Prof. Jourgensen. It consisted of 2 40 foot cigar shaped sections, propellers, and wings or fans on the sides. Jourgensen said he and a man named Stormout had built the ship in San Francisco. Stormout took ill and fell from the airship early on the 16th. He showed the reporter a journal which described the events of the trip which began on March 25th. Jourgensen was making some repairs and would leave when completed. This appeared in the Waterloo Courier of April 16th. The April 17th issue of the same paper said the whole thing was a fake and it cost \$60 to build the fake ship. Jourgensen was a man named Feathers from Nashua.

A dispatch from Ann Arbor, Mi., dated April 19th and appearing in the Detroit (MI) Journal of the same date, said the story of the airship being seen on April 17th was a fake. The story was that the airship with 2 men in it was seen. It is said to have come to earth in a field 15 miles to southwest and caused a fire.

A very poorly conceived and executed hoax appeared in the Denver (CO) Times of April 22th. It reported that the airship had landed near Grand Junction, Co., and C. J. Pillsbury, of Boston, said that his two companions had regained control of the ship and were alright. He agreed to bring the airship to town and address the people on "bloon day" next Sunday. A dispatch to the Times "the other day" said Pillsbury was in Boston and had never been on an airship. This report actually is a spin-off from another hoax that will be presented more fully in the chapter dealing with physical evidence in the form of letters.

A rather interesting, and very confusing, series of hoaxes began with a dispatch from Carlinville, Il., dated April 13th and appearing in the Chicago (IL) Times-Herald of April 14th. It read:

"The mysterious air ship which is the talk of the country has been seen in the northern part of this (Macoupin) county. About 2:30 o'clock Monday afternoon it alighted on the farm of Z. Thacker, one mile north of Nilwood. It was seen by William Street, 'Ed' Steeples, and Frank Metcalf. It remained about fifteen minutes and continued north. At 6 o'clock it was seen gracefully alighting in a grove two miles south of Girard and a mile north of the mining camp of Green Ridge. A large crowd of miners from the latter place started to inspect the strange apparition. As they approached within a half miles it arose and sped north. The Chicago and Alton operators wired ahead to be on the watch, and at 8 o'clock it passed over Sherman, thirty-two miles north of Girard, at the apparant rate of thirty miles an hour. It was last sighted at Williamsville, about 8:45 o'clock, headed for Peoria. Those who saw it say it had a boat which was cigar shaped, with oars or wings extending from the side, and a canopy on top similar to that of a picnic stand. Near Green Ridge an operator, who was hunting, avers that he saw a man working about it, apparently fixing the machinery."

The Jerseyville (IL) Democrat of April 15th reprinted an article appearing in the April 14th issue of the St. Louis (MO) Post Dispatch. This dispatch was recieved from Girard:

"The airship was distinctly seen here last night by P. F. McCraner, William Street, Frank Metcalf, and Ed Steeples. McCraner is night operator at this place and when he came on duty at 6 o'clock the operator at Carlinville called him up, said the airship had passed over Carlinville in the direction of Girard and advised him to be on the lookout.

"McCraner stepped outside and fifteen minutes later saw what he believed was the airship passing over this town in the direction of Nilwood. It was rapidly approaching the ground. McCraner asked the day operator to hold the wire for him and calling to Street, Metcalf, and Steeples, who were standing near, he started on the run down the railroad track, they following. As they went they saw the strange craft drop to the ground behind a clump of trees about a quarter of a mile distant. Before they could

"They continued on, to the spot where it had alighted, and saw distinctly the imprint of a man's feet. These foot prints did not lead anywhere and it was evident they were made by someone who had jumped out of the ship to repair some of the machinery on the outside."

The Lincoln (IL) News of April 14th printed the following:

"C. & A. dispatchers and an operator at Green Ridge, a coal station below Girard on the C. & A., got together last night and concocted a good story about the air ship which is attracting so much attention just now. The Grand Ridge man claims according to the story of the local dispatchers that the air ship descended to that place at 8:10 last evening—a storm approaching. A large crowd soon gathered, but the man operating the aerial object at once arose to the sky and but little could be gathered by the eager people that congregated. As the story goes, the ship was about 20 feet long, and was in the shaped of a boat. A large sign was suspended at the side, the letter M being distinguished. Owing to the dusk the eye witness could not get a satisfactory view of the ship but are ready to swear they saw about ten men in it. The above story is told with apparent belief in it's truthfulness, but to a great many the air ship will be a fake until they are convinced to the contrary by their own vision."

A short article appearing in the Carlinville Democrat of April 29th should have put an end to the above stories. It read: "The air ship continues to attract the attention of our exchanges in various parts of the county, but all confess that the Girard story, sent out be the way of Carlinville, is the boss-liar. The charge, that, as telegraphed to the city dailies, this story was made up in this city and in a newspaper office, may have a show of truth."

Note, the above should have put an end to it. But it did not. The following appeared in the Springfield (IL) News of April 15th:

"The air ship, which has been seen at frequent intervals the past few days by citizens of Illinois and Iowa, effected a landing last night at 9:30 at a point on the Jefferson street road three miles west of the city, near the country store recently owned by the Reilly estate. At about 9 o'clock last night John Halley, a farm hand, was returning home from the city. He suddenly observed high in the heavens, a mysterious object with a large light, suddenly coming from the west. Mr. Halley, supposing it to be a large balloon, stood watching it a while, when suddenly he became conscious that the object was lowering. At this point Adolf Wenke, who is the owner of a vineyard at this place, joined Mr. Halley, and both men gazed curiously at the descending object. It was but a moment when, with a hissing sound, the thing landed about 200 feet ahead of where the men stood. At first the two farmers stood in abject fear, but readily seeing no apparent danger they ventured toward the 'fangled thing,' as they called it, and were at once face to face with a long-bearded man. The latter spoke to the farmers readily, inquiring the name of the city close by. Being told it was Springfield, he seemed surprised, saying his air ship reached here from Quincy in thirty minutes. The air navigator kindly explained the several requisites necessary for a craft of this kind to take flight. Inside the car was seated another man and also the scientist's wife. He said he generally rested in the day-time in obscure portions of the country, not wishing to lay bare the working of the huge wings, which could be easily seen in day-time. This accounts for his night travels. When asked whether he was backed by the government he was loathe to answer, but signified to the farmers that as soon as congress recognized Cuban belligerency his air ship would be heard from.

"The car carried numerous electric apparatus, including a powerful searchlight, which was not at present used. He carried an ordinary locomotive headlight, which was continually used. The frame of the car was made of aluminum, covered with canvas. When asked the scientist's name he sailed and pointed at the letter M., which was painted on the side car. After bidding the farmers adieu, he entered the car, took a seat, and pressing an electric button the ship rose from the earth and sailed due north. It was soon lost to view.

"The reliability of John Halley and Adolf Wenke is beyond question, and it is also reported that quite a number of people living in West Springfield saw the aerial visitor about the above named hour."

The Springfield Illinois State Journal of April 16th said: "An evening paper published a story to the effect that an air ship lighted three miles west of the city and that it's occupants, a man and woman, were interviewed by two people living in the vicinity. The description given of the craft was the same as the one sent out from Carlinville, purporting to describe an aerial conveyance which came down at Green Ridge. It is even said the air ship was decorated with the letter 'M,' a peculiarity possessed only by the Green Ridge craft. As the Carlinville story has been shown to be without foundation except in the mind of an ambitious space writer, it is probable that it's local counterpart had it's origin in a similar, but less ingenious, source."

they saw something which they believe was an air ship Thursday evening while driving three miles north of Converse. They described the thing with considerable minuteness. The affidavit of the two follows:  
State of Indiana, Grant County;

We, the undersigned, on our oaths, state:

"Thursday afternoon, April 15, while coming from Fulton County to Marion, when three miles north of Converse, just in the edge of Miami county, the horse became frightened. We stopped him and saw south of us, about 300 feet in the air, what we believe was an airship. It was going about thirty miles an hour in a southeast direction. It was cigar shaped and about forty feet long, with a canopy over the top. On the side there were four gars or wings. A red headlight shone from the bow and stern.

"I, Smith, had not read or heard any talk about an airship.

"We saw objects moving about in the ship. In front was a large banner with the letter 'M' on it, as near as we could distinguish it.

"It was growing dark at the time, probably 7:30 o'clock.

"Neither of us had taken any intoxicating liquors.

Walsron H. J. Smith, Joseph H. Nickels

"Subscribed and sworn to before me this 17th day of April, 1897.

G. M. Elliott, Notary Public

In an earlier chapter, I made the comment that hoax reports can set up a new pattern that does not exist. The above confirms this. And so does the next series of hoaxes.

The April 24th issue of the San Antonio (TX) Express printed a story that at 2200 on April 20th, the airship landed at Uvalde, Tx., and was seen by Sheriff Henry Baylor. There were three men in it and they said they were on a trial trip. One of the men said his name was Wilson and was from Goshen, NY. He asked about Capt. C. C. AKERS and was told that he was in Eagle Pass. The men got some water and left toward San Angelo. The May 11th issue of the Victoria (TX) Advocate printed a dispatch from Uvalde, dated May 8, in which Sheriff Baylor denied having seen the airship.

In the San Antonio Express of April 27th, there was a story from Eagle River, Tx., which said that on April 24th Sheriff R. W. Dowe saw the airship. The three men on it said they had come from Uvalde and spoke with Sheriff Baylor. They were going to Devils River country in search of a herd of buffalo. One of the men asked for Capt. Akers and was told that Akers was over the river counting sheep. They got some water from the Rio Grande and left.

It is obvious that the Eagle River report is a spin-off of the Uvalde report. Since the Uvalde report was a hoax, it is a definite indication that the Eagle River report is also a hoax. It is evident that this hoax set up several other stories using the name of Wilson, which appear later several times.



## PHYSICAL EVIDENCE

The greatest obstacle in the face of acceptance of the UFO phenomenon is the apparent lack of physical evidence. This is also true for the airship wave. Naturally, the best proof lies in seeing. Unfortunately, with the airship this is impossible. The second best proof would be in the fashion of a crashed airship. The following are the references indicating that the airship had met with some disaster and crashed or exploded. Since these reports are important, they will be direct quotes from the original sources. It is important that these accounts be read carefully, noting the wording and details given in each report.

## Airship of the Past.

El Campo, Tex., April 29.—I saw in the weekly paper an opinion advanced by a professor of astronomy that the airship so much has been published about was from the planet Mars.

There is an old sailor living now in El Campo with his daughter who has proclaimed that he had not only seen the vessel but had actually seen people from another world. His immediate relatives have known of the circumstances for some years, but he says the story has never been published. The name of the old gentleman is [Mr.] Oleson, and for many years he was a boatswain in the Danish navy, but at the time he saw the airship he was a mate on the Danish brig Christine.

In September 1862, the Christine was wrecked in the Indian ocean on a [desert] rock or island several miles in [size]. This rock is set down on charts of the ocean, but is not mentioned in geographies.

A furious storm had raged for [hours] and the ship was swept far from her course when this immense rock loomed ahead amid the deafening roar of the breakers. A great wave dashed Mr. Oleson high on the rocks and for a long time he was [insensible]. When he recovered he found [five] of his companions had been saved, though they were more or less injured, and one man died of his injuries.

They collected their faculties and found themselves confronted by starvation, since there was not a vestige of vegetation or animal life on the rock. They found plenty of fresh rain water in holes, which revived them very much.

They had given up all hope and had clustered at the base of a cliff waiting for the awful end, while the wind [howled] and the furious waves dashed on the rock.

Suddenly another terror was added to the horrors of the scene, for high in the air they saw what seemed to be an immense ship driven, uncontrolled in the elements. It was driving straight toward the frightened mariners, who [cried] aloud in their despair. Fortunately, however, a whirl of wind changed the course of the monster and it crashed against the cliff a few hundred yards from the miserable sailors.

Speechless with fear, they crept toward the wreck. It seemed a vessel as large as a modern battleship, but the [machinery] was so crushed that they could form no idea as to how the power was applied to the immense wings or sails, for they could plainly discern the fact that it was propelled by four huge wings. Strange implements and articles of furniture could be seen, jumbled in an almost shapeless mass. They found, in metal boxes covered with strange characters, what they afterward discovered to be very wholesome and palatable food which, with the water in the rocks, saved them from immediate death.

But their horror was intensified when they found the bodies of more than a [dozen] men dressed in garments of strange fashion and texture. The bodies were a [dark] bronze color, but the strangest feature of all was the immense size of the men. They had no means of measuring the bodies, but estimated them to be more than [twelve] feet high. Their hair and beard were [also] long and as soft and silky as the hair of an infant.

They found tools of almost every [kind] but they were so large that few of them could be used. They were stupefied with fright and one man, driven insane, [jumped] from the cliff into the boiling waves and was seen no more.

The others fled in horror from the fearful sight, and it was two days before hunger could drive them back to the wreck. After eating heartily of the strange food, they summoned courage to drag the gigantic bodies to the cliff and tumble them over.

Then with feverish haste they built a raft of the wreck, erected sails and gladly quit the horrible island. The sea had become as smooth as a lake and the experienced mariners made rapid progress. They tried as best they could to [steer for] Vergulen island, but fortunately in about sixty hours fell in with a Russian [vessel] headed for Australia. There more of the old man's companions succumbed to their injuries and the awful mental strain and died before reaching port.

Fortunately, as a partial confirmation of the truth of his story, Mr. Olsson 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. Olsson is an old man, he still possesses every faculty and has the highest respect for truth and veracity. Quite a number of our best citizens, among them Mr. Henry [Hahn], Mr. H. C. Carleton, Green Hill and S. [Porter], saw the ring and heard the old man's story. Very Truly,

John [Leander].

-From the Post of Houston, Tx., May 2, 1897

[This report was added here since it received public attention during the wane of the airship wave. In spite of the fact that it did not occur during the wave, it is felt to be a real account, as described. Of course, it could be all a hoax, but it reads as real.]

The San Francisco (CA) Call of December 4, 1896, ran an article which said that people of Minion Hills saw the airship sail over Twin Peaks then crash into a gulch. Two men were inside it, and they were badly bruised, while the airship was badly wrecked. It was made of galvanized sheet steel, and 40 feet long. A hole in its side permitted the escape of a sickening gas. One of the men was J. D. DeGear of San Francisco and he related that he and the inventor was on a trial trip when it crashed. The San Francisco Chronicle of December 4 reported that the alleged inventor admitted that it never flew and that it was hauled to the spot by a wagon and dragged into place. The paint on it had not even dried and the propellor could be bent with a touch. It was a definite fake.

The St. Joseph (MO) Herald of April 6, printed a dispatch from Bethany, Mo., dated April 5. It reported that the airship was seen on April 4 at 10:30 p.m., coming from the southwest at 35 mph, and 1/2 mile high. It stopped over the court house and left northeast. "This morning two men, John Leib and Ira Davis, living six miles east, brought word to town that an airship had fallen on J. D. Sims' farm and a man was found dead. The coroner has gone to hold an inquest." On April 8, the Herald printed a letter from Bethany, dated April 7, and signed "Truthful Jones." It stated that the man had "died of congestion of the brain from an overflow of gas, the motive power of the ship. The man evidently died happy as there was a wonderful smile about his mouth. He must have died talking about his great discovery of the purity of the golden crown by gas displacement, as he named his ship 'Eureka.'

"The ship was spherical in form, patterned after the cupola of the capitol, at Washington, surrounded by a ballustrade, all made of wicker-work 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."

The April 9 issue of the Herald printed another letter from Bethany, dated April 8 and signed "A True Fakir." It reported that there were two dead men and from letters in their pockets they came from either San Francisco or Omaha. It seemed that the accident was caused when the rigging of the airship became tangled in a flag pole. "The ship resembles a cigar in shape, and has three propellers on either side, all of which were broken in the fall. A large hole was torn in the lower side, which revealed a large number of cells for the gas." The remains of the ship were transported into town.

The Albany (MO) Ledger of April 9, had this to say about the above claims:

"We are surprised that Bethany should resort to the air ship method of advertising itself, like some of the Kansas towns have been doing lately. While it was at it, we are glad to say it did the job nicely."  
[It is felt that this was all a hoax originated at the Herald office.]

The Iowa State Register of Des Moines, Ia., of April 13, 1897, printed the following dispatch from Rhodes, Ia., dated April 10:

"Ed. Register: We have noticed for some days the account of the appearance of a singular object in the air, supposed by some to be an airship. It will probably be seen no more. Last night about 11 o'clock, our citizens were startled by the appearance of a very bright light in the heavens, rapidly approaching from the southwest. A large crowd was soon on the streets, and as the object approached it seemed to come nearer the earth. It soon came so near that the sound of machinery could be heard, which soon became as loud as a heavy train of cars. All at once the aerial monster took a sudden plunge downward and was immersed in the reservoir of the C.M. & St. Paul railway, which is almost a lake, covering about eight acres of land. No pen can describe what followed. The boiling lava from Vesuvius pouring into the sea could only equal it. The light was so large and it created so much heat that the horrible hissing which occurred when the monster plunged into the lake, could be heard for miles, and the water of the reservoir was so hot that the naked hand could not be held in it. As soon as the wreck is raised out of the water a full description of the machine will be sent.

John Butler."

[As written, this could possibly be a real event. However, it felt that it was probably a meteor striking the lake with such added detail.]

The Jefferson (Ia.) Bee of April 15, 1897, ran an extremely long article concerning alleged airship crashes. It reported that on April 10 an airship crashed near Jefferson. "The concussion was so terrible that houses trembled, children were thrown from their beds, dishes fell in showers from cupboards and hundreds of panes of glass were shattered." Next day they found a hole twenty feet in diameter and clean cut and smoothed walled. A rope with a weight was dropped and something was hit 100 feet down. A newspaperman was lowered down via a rope and he broke into the ship. He found the bodies of four beings "jammed almost to a pulp by the terrific force of the concussion." They were taller than earth people, had "a face on each side of the head, two sets of arms and legs, evidently so as to locomote forward or back without necessitating turning around." This was followed by letters from Scranton, Churdan, Rippey, and Cooper, Iowa, which claim that airships have also crashed in all four locations. All of them describe a cigar shaped craft and beings of similar description as from Jefferson. The final paragraph explains all of them. "The airship editor of The Bee is sick and the regular editors have had to handle this matter as best they could, without that valuable technical knowledge of lying that would have enabled the making of a really highly-ornamented fake. But we have done the best we could; presented the main points and we believe the public will accept the will for the deed."

A dispatch from Galesburg, Mi., dated April 13 and appearing in the Detroit (MI) News of April 13 read:

"If reports from Pavillion township are true, then the much talked of airship was not only a reality but is now a thing of the past.

"George W. Somers and William Chadburn, old soldiers, claim to have seen the ship on Sunday evening (April 11) when they remained up until a late hour, in attendance upon a sick horse. The descriptions given by the parties are somewhat at variance but agree in the assertion that the apparition was illuminated at both ends and plowed through space with wonderful rapidity. They had scarcely time for the above observations when a dull explosion was heard and the object disappeared. They declare the report to have been like that of heavy ordnance and to have been immediately succeeded by a distant sound of projectiles flying through the air.

"Wondering greatly, they proceeded to the house where they passed an excited and sleepless night. While these two men are the only ones who claim to have witnessed the phenomenon there are many corroboratory circumstances, as follows:

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"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 Coastock 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 experiences of its crew are to remain forever a mystery." [Given the details as above, this sounds like a real incident. It is possible that it was a meteor bursting that was amplified into the airship exploding. If this was the airship, it is definite evidence that there was more than one flying about at the same time in view of the number of reports that followed this apparent explosion. The major witnesses said they saw it a very short time before the explosion. This would seem to point strongly to the meteor theory.]

The Sterling (Il.) Evening Gazette of April 13, 1897, ran a story which claimed that an airship had landed near Lanark, Illinois, on April 12. After it landed a man less than 2 feet tall came out. He had a pink beard, his head was decorated with ivory like substance, he wore robes which seemed to be made of hippopotamus hide, and he wore an immense piece of iron ore on each foot. He drank two buckets of water and ate three sides of bacon. Soon three similar creatures emerged. This story was sent by a telegraph operator and was a hoax. This story graduated into a crash report in which the ship was badly damaged and two beings killed. One being escaped death and was unconscious. A correspondent went to the site and the being awoke. The being spoke "Volapuk" which the reporter knew. The being said they were from Mars and had been flying about for several weeks. He repaired his airship and left. The reporters last words were, "I myself, to whom nothing is strange, returned to Lanark and securing a room at the hotel, sat up all night seeking opium and eating hasheesh to get in condition to write this dispatch."

This story received wide circulation in Illinois and several dispatches concerned trains headed for Lanark. The Lanark Gazette of April 14, 1897, said it was a definite hoax.

The Waterloo (IA) Courier of April 14, printed a dispatch from Iowa Falls dated April 14. It reported that about dusk on April 13, many people saw a flash and heard a whirring noise. It was said to have struck a river and sank out of sight. "Those who reached the point of the object's disappearance first claim that the water was churned into a whirlpool and that for a long distance the water was seething and boiling." The story was circulated that it was the airship. [In view of the lack of descriptive details, this was probably a meteor.]

The story comes from Highland Station that the airship passed over that town Thursday night, and that owing to an explosion of chemicals, the ship sank to the ground. Underneath the mass of debris, a man was found groaning, and unconscious. When sufficiently restored to talk, he said that his name was Pedro Sanchez of Cuba. He refused to tell anything further, and the next morning collected his wrecked air vessel together, shipped it to St. Joe and then went to Omaha. The author of the story says that a scrap of paper was found under the car bearing the name of Captain General Weyler.

-From the Globe of Atchison, Kansas, April 17, 1897

[It appears that this was a hoax using the Bethany, Mo., hoax as a foundation.]

The Champaign (IL) Gazette of April 16 published the following story from Philo, Il.:

"Norman McLeod passed through this place at 2 o'clock today enroute for Urbana for the coroner. He reports that at about 10 o'clock a large cone shaped airship or balloon was observed coming from the east tacking and veering against a heavy west gale. When just south of Bouse's Grove, the craft became unmanagable and came down with a crash on Jeff Shafer's farm, about 100 feet from where George Shafer was discing. The team took fright and ran away, throwing young Shafer in front of the harrow which passed over him, cutting him all to pieces. In the wreck of the ship, which covered a space near 100 feet square, were found the mutilated remains of 3 persons. They were partially embedded in the

soft ground and covered with blood, so that it was impossible to identify them, but from what McLeod could see he judged them to be Japanese." The story was sent by W. J. Wilkinson and the Gazette said they could not locate such a person in Philo.

The Chicago (Ill.) Times Herald of April 17, 1897, printed a dispatch from Jefferson, Iowa, dated April 16, which stated:

"A local paper this morning printed a lurid story concerning an air ship which was alleged to have plunged into the earth north of town. Before noon a number of people had actually visited the place to see the hole where it disappeared."

[Again, due to the lack of details, it would seem to have been a meteor.]

The mysterious airship was witnessed here last Saturday night by a large number of our citizens. No two accounts agree, however, Joe Blood declared that it was a flying drugstore, the green and red light indicating that; Frank Rice was positive that it was a Baptist church with wings. When asked upon what grounds he based that opinion, he replied, that in the car a fellow and pretty girl were hugging-close communion, you know; Adrian declared that it was a German ship. There could be no doubt of it. In the bow of the ship, he said, saw John Hauser of Straight River, whose red whiskers accounted for the red light; J. Y. Smith thought it was "the advance agent of prosperity," while another thought it was Mr. Bryan on his way to Salt Creek. When directly over Fish Hook Lake the ship exploded. Mr. Pratt, who lives on the lake shore, says that the explosion was a terrible and awful scene, legs and arms flying in all direction. So frightened were the fish that many of them crawled up into the woods and there died. Exit, the airship.

-From the Hubbard Co. Clipper of Park Rapids, Mn., April 22, 1897

[This one just does not read quite truthful, or likely.]

The following appeared in the Dallas (Tx) Morning News of April 19:

"Aurora, Wise Co., Tex., April 17.--(to the News.)--About 6 o'clock this morning the early risers of Aurora were astonished at the sudden appearance of the airship which has been sailing through the country.

"It was traveling due north, and much nearer the earth than ever before. Evidently some of the machinery was out of order, for it was making a speed of only ten or twelve miles an hour and gradually settling toward the earth. It sailed directly over the public square, and when it reached the north part of town collided with the tower of Judge Proctor's windmill and went to pieces with a terrific explosion, scattering debris over several acres of ground, wrecking the windmill and water tank and destroying the judge's flower garden.

"The pilot of the ship is supposed to have been the only one on board, and while his remains are badly disfigured, enough of the original has been picked up to show that he was not an inhabitant of this world.

"Mr. T. J. Weems, the United States signal service officer at this place and an authority on astronomy, gives it as his opinion that he was a native of the planet Mars.

"Papers found on his person--evidently the records of his travels--are written in some unknown hieroglyphics, and can not be deciphered.

"The ship was too badly wrecked to form any conclusion as to its construction or motive power. It was built of an unknown metal, resembling somewhat a mixture of aluminum and silver, and it must have weighed several tons.

"The town is full of people to-day who are viewing the wreck and gathering specimens of the strange metal from the debris. The pilot's funeral will take place at noon to-morrow."

S. E. Haydon."

The Aurora, Tx., crash report recieved an investigation in the early 1970's. This seemed to be the result of a series of articles written by Bill Case and appearing in the Dallas (Tx) Times-Herald. In Beyond Reality #7, December 1973, Hayden Hewes reported on an investigation by the International UFO Bureau. Case reported the finding of three witnesses to the incident and metal fragments at the alleged crash site. IUFOS found that the three witnesses denied saying what Case reported they had

said. The metal was found to be tin plated low carbon steel, wrought iron, zinc cast alloy, and antimonial lead. Of course, this metal could have been placed at the site accidentally, or on purpose, at any time during the subsequent 70 years.

Several other writers published additional information concerning the said crash. In True Flying Saucers & UFO's Quarterly, #5, Spring 1977, Kevin Randle reported that Haydon, the man who initially sent the report, confessed that it was a hoax created by him to draw attention to Aurora, which was slowly becoming a ghost town. It was found that T. J. Neems was a blacksmith, and not a member of the signal corps, and Judge Proctor did not have a windmill.

With the above in mind, I feel that this is also a hoax.

The following crash reports were undated. There appeared no evidence in the article or the source indicating a date for the occurrence.

The Detroit (MI) Evening News of April 15 printed a dispatch from Battle Creek, dated April 15, which said that George Parks and his wife, of Pannfield, saw a very bright object 100 feet up and swiftly approaching. He thought it was a meteor due to the light and the humming sound. It soon fell and buried itself into the ground. Next day, they found a large wheel, made of aluminum, 3 foot diameter, and turbine shaped.

[This reads as being a true account. The fact that the wheel was found where the object apparently fell makes this fairly acceptable.]

The Columbus (O) Sunday Press of April 25, reported that the airship was seen at 1900. It was said to have come down with a "dull heavy, sickening thud" in an alley. The lights at the beam end of the craft set a barn on fire and the airship was completely burnt. The Akron (O) Beacon and Republican of April 26 said that it was a meteor bursting and that others heard the fragments flying through the air.

The Chanute (KS) Tribune of April 3, reprinted an article taken for the Emporia Republican. It stated:

"A gentleman just from Cottonwood Falls informed Col. Whitley, who telephoned the information to this office, that the airship, about which so much has been written and said, lately, was seen night before last, in a southwesterly direction from that place, and yesterday it was discovered wrecked in the top of a large sycamore tree in the upper Cottonwood valley. On going to the tree, two men were found lying on the ground. One was dead and the other in unconscious condition. They had undoubtedly fallen from the ship at the time it was wrecked." "The unconscious man has sufficiently recovered to speak a few words indicating his thrilling experience on board the ship and when it was wrecked. It is known that the man who survives the catastrophe is from Topeka."

"Everybody, of course, knows by this time of Col. Whitley's ruse about the airship."-Emporia (KS) Republican, April 2.

Near Galesburg a hunter came upon a hole in the ground and peering down into it he saw the outlines of some iron instrument. Visions of airships and grappling hooks arose before him and he made all speed to town to report his discovery. A correspondent jumped at conclusions and that day the papers told of the anchor that had been dropped by the ship of space and the hole it had made in the earth by the force of its fall. The next day a party walked four miles to the scene of was and found a steel trap in the entrance of a skunk's dwelling place.

-From the Evening Press of Grand Rapids, Mi., April 23, 1897

The Freeport (Ill.) Bulletin of April 15, 1897, printed the following dispatch from Winslow dated April 14:

I see that the airship was wrecked at Kalamazoo, Mich. That is easily explained by many of our reliable and observing citizens. The ship was first injured one and a half miles northeast of this place. A great red light was seen to rise out of the woods north and east of town. At first it was thought to be a meteor sailing through the heavens, but why it should go bouncing up and down, then

swing to the east and back to the west was what the gazers could not understand. Although they noticed the cigar shaped shadow in the sky they little dreamed that it was the airship in distress and that what they supposed to be a meteor was the distress signal.

The news of the Kalamazoo catastrophe being received, many of our people visited the place where the great light was first seen. After searching fully an hour there was found on the tallest tree in the grove short pieces of peculiarly woven rope. Having discovered the place where the ship first landed, they followed its track towards the village. A short distance from there was found an odd shaped hole in the ground. As there was no dirt piled up about it the conclusion was reached that something had been driven into the earth at that point.

So providing ourselves with spade and shovel we began to dig, but we noticed the clay about the hole had a baked appearance and was very warm. We went on down some ten or twelve feet when our spades struck some hard substance which with much difficulty we succeeded in raising to the surface. It proved to be half of an iron wheel resembling an emery wheel some ten feet in diameter. No one can tell of what it is composed, but it is of a very light metal of a greenish hue. Farther on was what must have been ballast. This resembled ashes but was twice as heavy as ordinary sand.

Relic hunters are carrying this earth away. The wheel is locked in a safe where it is to remain until Winslow holds her next mid-winter fair. There is no doubt that the breaking of the wheel caused the ship to wobble from east to west, while the throwing out of ballast from time to time caused it to rise and fall as it sailed on its course only to land at Kalamazoo and rob Winslow of a sensation. [It is a little hard to believe that something of the size claimed could have buried itself 10 to 12 feet deep in the earth. This is felt to be a hoax.]

The Muscatine (IA) Daily News Tribune of April 1 reported that the airship had been seen by two men at the bridge. They saw a strange light in the southwest that changed course as it approached. It changed its colors to red, purple, blue, and back to white. As it got closer, they saw a large, dark, conical shaped craft which moved in an undulating fashion. "It came along with terrific speed up the Illinois side of the river, at times dipping down in the trees with a crash which could be heard above the wind and again bounding high in the air; the terrified watchers seeing what evidently were sails above it, which veered continually. Finally, it passed the bridge about 100 feet above the earth, appearing to them like a monstrous spectral ship, and a second later, with a thunderous roar, it crashed into the trees and disappeared. After a moment's suspense a faint cry for help was heard, and then another still fainter, and when the watchers had recovered their frightened senses they both got into the wagon and drove hurriedly across the bridge, where they leapt out and ran to the place where the light was still seen. There, in among the trees, was what looked to them like a pointed boat with sails badly wrecked, while a man lay beneath groaning in great pain. He was carried to the cabin boat near by, inhabited by Henry Atwald, from Fairport, and made as comfortable as possible, he suffering such agony as to have it deemed inadvisable to remove him to town. Our informant quickly hurried back for a physician, he only being able to ascertain that the man was Prof. De Barre, of Tucson, Arizona, and that the strange craft was his own invention, he being on his way to Chicago and that his accident was due to the steering apparatus becoming unmanageable in the high wind."

"The wreck will probably be visited by hundreds to-day, and for the benefit of the public its exact location will be given, it being some seventy-five feet back from the river, and 200 feet, or a little more, above the toll road."

[With this story appearing on April 1, it seems to have been an April Fools joke.]

The Chronicle of Spokane, Wa., of April 16, printed the following:

"A number of people about the city today are declaring in positive terms that an air ship has been seen in this neighborhood. Some declare they have seen it themselves. Others have seen people who have seen the machine. One man, who gives his name as Thurber, declares he saw the air ship, a cigar shaped machine made of aluminum about twenty-five feet long. He says it was stranded beyond Mead at the mouth of Dead Man creek, and had one propeller broken. It seemed to have been abandoned by its owners, but was surrounded by a big crowd."

The Livermore (IA) Gazette of April 16, printed a very ridiculous story about the airship crashing there. It was seen sailing over and the town marshal flashed his badge at the pilot and blinded him enough to cause him to be lost momentarily. When he would not come down when ordered to, one Vinton Moses threw his lariat around one wing. This caused it to go only in circles and Deck Denison shot it in the rudder and it came down. The ship was dismantled and the parts were distributed around town. The headlight was used to light a railroad crossing, the red and green lights were placed on the sidewalk to the Methodist church to lure sinners down, the wings were cut up for awnings, and the hiss was used to make fun of a company.  
 [This report has a very unbelievable ring to it.]

The Nashville (TN) American of April 18, printed a dispatch from Humboldt, Tn., dated April 17. It reported that a person was riding along the backwaters of the Forked Deer river when he found "a wonderful object partly on the ground and partly suspended in the timber where it had evidently fallen and lodged. The larger portion consisted of a thin-shell of bright white metal about 100 feet in length by 30 feet in diameter, running to a point at each end. A tubular rib extends along each side and from this is suspended a framework carrying the machinery, with enclosed compartments for passengers or crew. The solitary occupant, however, was unable to tell his story for though the weather is not cold, his body and his water barrel were solid blocks of ice. The machine had evidently reached too high altitudes, and its manager had succumbed to the pitiless cold and for want of his control had fallen to the earth.

"Its engines were of a strange and unknown construction, but were probably run by nitroglycerine automatically fed and ignited by electricity. Screw propellers, above and at each end and horizontal sails or wings at each side seem with the buoyant skill to combine all the principles of sea and air navigation. An estimate of the weight of the concern would be about 4,000 pounds. A simple calculation gives the buoyant capacity of the ship to be about 6,000 pounds, allowing, say, 2,000 pounds burden or ballast. No ballast, however, is necessary, as the shell is made in two 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 engines below. As may be surmised gas is not depended upon for buoyancy, but simply vacuum. Though hydrogen gas is lighter than air it still weighs something, while vacuum does not. A little gas though may have been carried to help counteract the external air pressure on the shell.

"This much has been ascertained from observation and meager notes found on board, but who or whence the solitary captain has not yet been discovered. Will be glad to mail you more detailed description and copies of all records found.

"P.S. If you see any more accounts of this ship being seen elsewhere you may depend on it is only Venus in her new Easter clothes flirting with Mars or else another Li."  
 [From the description of how the airship was able to fly and its construction, this is a hoax.]

In the May 21 issue of the Albany (MO) Ledger, this appeared:

"Some Elmo man who signs his name 'xxx' has a friend named J. W. Barry who has seen the air ship, and who claims it ran into his windmill and damaged it considerably."  
 [There are a lot of missing details in the report. Too many for any comment.]

It is very easy to recognize that most of the above were either complete fakes or misidentified meteors. The few that appeared to be real descriptions, do not fully constitute definite proof that it was the airship that was seen to explode or crash.

Another form of physical evidence could be in the form of something falling from or being dropped from the airship. Letters or written communications will be present later. The following is a list of various other items that were said to have fallen from the airship:

April 2-a bag of sand crashed through a hothouse roof in Leavenworth, Ks.,  
ballast from the airship

presumably .

April 4-potatoe fell at Atchison, Ks.



April 10-over 500 piano keys fell, at Whittimore, Ia.

April 16-at Northfield, Mn., a man saw a clothespin fell that was very hot

April 23-an April 15 issue of a Toronto, Canada, paper fell at Flint, Mi.

April 30-2 aerial photos of St. Louis fell at Germantown, Il.

-at Greencastle, Mn., a man saw a piece of limburger cheese and link of  
weiners fall

-a bouquet of roses fell at Hiawatha, Ks.

-a shoe of huge proportions fell at Saginaw, Mi.

-Mt. Morris, Wi., a half peeled potatoe hit a man on the head.

-headlight fell at Cedar Rapids, Ia., very hot, went down 5 feet

-a package containing a pair of boxing gloves fell at Marietta, In.

-a piece of half burnt coal fell at Louisville, Ky.

Another form of physical evidence would be in the form of photographs. As will be seen from the following list, there were many claims of photos of the airship. However, very few were printed in the newspapers. With the realization that the state of photography in 1897 was not very well developed, these alleged photos were probably not very clear nor reliable. As has been shown earlier, it was very easy to fake the photo and pass it off as real. Especially, with the desire for physical evidence being very strong.

The Waukon (IA) Standard of April 14 reported that Ed. Hirth took photo at 0445 on April 12.

The Lincoln (IL) News of April 13 said the airship had been photographed there.

The Elkhart (IN) Weekly Truth said a photo had been taken there on April 14.

The Grand Rapids (MI) Press of April 15 reported the airship had been photographed at Holland.

The New Albany (IN) Ledger of April 16 said that P. N. Mathes received a copy of a photo taken at Des Moines, Ia.

The Aberdeen (SD) Daily News of April 17 stated that D. H. Babcock received a photo of the airship taken by his brother-in-law at Hampton, Ia. It was taken at 1430 and shows the airship suspended overhead.

The Newark (O) Advocate of April 28 stated that W. F. Whittier, editor of the Sunbury News Item, took a photo of lightning, which, when developed, showed the airship.

The April 30 issue of the Arkadelphia (AK) Southern Sentinel said that a Little Rock man took photo of it.

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During the airship wave, the most common form of apparent physical evidence case in the form of written communication from the airship. This form of evidence would definitely point to the belief that the airship was of earthly origin. This is evident in all of the letters that will be presented.

The Stockton (CA) Evening Mail of November 19, 1896, reported that the airship was seen the night before. "This morning the following note, which solves the whole mystery, was picked up near the intersection of Park and California streets. The writing is in pencil and is on a lot of cigarette papers pasted together. It runs as follows:

"While up in a balloon September 17th we were caught by a large meteor, and are now ripping around the world on it. Provisions almost gone, and tobacco giving out. Southward bound to h--- and gone. Tried to jump off at the State Insane Asylum, but couldn't make the raffle.

"Mete. O. Roid.

"Al. Lafake."

"To-day, however, a Mail man noticed a package on one of the pans of the scale which the goddess of justice holds over the County Courthouse. The discovery was made in looking to ascertain the time from the clock in the dome. His attention was first attracted by a hunk of fleecy cloud that hung from the parcel, and which was evidently put there to keep it from being blown away. Janitor Cole kindly volunteered to see what the package contained and learn why it was placed there. He went out on the balcony surrounding the dome, and took the parcel off its perch by means of a long pole. Upon examining it he found to his great surprise that it was addressed to the Mail.

The following communication was found to have been wrapped up in the package, which will be read with great interest by the entire scientific world:  
Off the Earth, Wednesday night, November 25, '96.

To the Editor of the Mail--Sir: I saw by your issue of the 19th instant an article purporting to explain a strange phenomenon, which, I take it, was nothing more than our airship. In the article referred appears a communication signed by two--a Mete. O. Roid and an Al. Lafake. I wish, sir, that you would state that those gentlemen are not, nor have they ever been, on this airship, nor is this airship a meteor or any other such phenomenon. We alighted the other night out near a place, I think they called it French Camp, and there we found the copy of your paper. We took it up with us the next night and read it all through. In order to prove to you that what we say regarding our airship is true we will take one of your reporters out with us to-morrow, Thursday evening. Tell him to climb up to the roof of the Imperial hotel, and we will pass that way between 12 and 1 o'clock, and let a rope down to him. Tell him to bring us Wednesday's Mail; and say, if he can 'buck a raffle' for a turkey, why, that would go first rate with us, for to-morrow will be Thanksgiving, come to think of it. Tell him to put a clothespin on his nose, for in the rarified atmosphere through which we go the nose-bleed is quite an epidemic. He might also bring two or three overcoats, for the weather is quite chilly up here, especially when riding on a rain cloud. We have had good weather, though, for we ride on top of the rain. We passed over your city the other night and waved our handkerchiefs at you. We don't know whether you saw us or not. The electric lights looked real bright.

By the way, how is Mayor Baggs? When he has to get off the earth we'll make him a flying machine, so that he can sail around up here. And, speaking of Baggs, that reminds us, we wish you would state in the columns of your paper that we have not taken to this machine to avoid our creditors. And, by the way, did you folks down there see or feel, perhaps, a shower of bird shot? We heard a flock of geese flying a short distance below us the other night and peppered away at them, and afterwards wondered whether we were over Stockton or not. Hope nobody was out that late. We are just returning now from a visit to Hermet Island. We did not alight for fear that those women there would keep us. Remember the roof of the Imperial hotel between 12 and 1 Thursday night. Au revoir.

A. Flyman, Esq., and Partner.

The following, which is a copy of the letter picked up on the Courthouse lawn early this morning by Gardener Patterson, and which was addressed to Sheriff Cunningham, is interesting to say the least:

"Dear Tom--Come up and see me some time. I'm the same old high-flyer, only I am not dealing in real estate just now. It's cold up here o'nights, but it'll have to be a good deal colder before I'll

venture the hospitable cheer of San Joaquin county. We will be heard from in Mexico shortly.  
Yours in haste,

J. F. Moseley.

From the Stockton (CA) Mail of November 26, 1896

The Mauston (WI) Star of April 15 reported on a sighting there on Sunday. On Monday morning a letter was found and said to have come from the airship. It read:

"Ex Aerie Navis Pegasus.

"Dies undecem Aprillis, 1897.

"Grandinamus ex medie aere ex altissime milliae duae ad unam milliam et quintum centum meters.

"Navigamus per multos dies. Stupeforiamus multos populos.

"Sapientia Solomoni liat magna in tempore ejus, ita Pegasus bodii longe antecedit alteras productas ad locomotandes.

"Exlelatos ad Apumapua.

"Vale Ex Aello

"Osypete

"et Celeno"

The Milwaukee (WI) Sentinel of April 15 printed a dispatch from Appleton, Wi., about letters found near there including the Clark letter and those found at Clifton and Seymour. The letter at Seymour was dated April 12 and attached to an iron rod with RRS stamped on it. No nearby hardware stores carried any iron bars like it. The letter read:

"On board airship Pegasus, April 12. This vessel is now making its 7th trip from Lafayette, Tenn., to the prairies of South Dakota. We have proved the undoubted ability of our machine to travel in all ordinary weather, but are still a little timid about encountering sudden strong winds. Only one attempt has been made to cross the Rockies, and that attempt resulted in a tie up near the White River in northwestern Colorado. Nevertheless, the finder may rest assured this invention will in a few weeks surmount present difficulties and will revolutionize all present methods of loccomotion. The Pegasus is propelled by steam, is constructed on the parallel plane plan and will carry 1000 pounds besides its own weight. The finder will please retain this letter until called for by a representative of R.R.S. & E.W.C. The man whom we shall send is a member of the Masonic fraternity. Give the communication to no one who does not fully satisfy you that he is our agent.

The Battle Creek (MI) Daily Moon of April 16 said that a letter had been found there. It read:

"On the Air Ship, April 13, 1897.

"We have dropped many messages but have made but two landings since we left San Francisco owing to the danger. Have now lost our anchor wire and will not attempt another landing until we land at Washington. Expect to do great damage to ship in landing. Should this be found please request San Francisco papers to copy.

"Robert has been sick; is all right now. All the rest well. Have some good views of many cities.

"Hashly

"Dan

"Airship FN

"Should this note be found please hand to any daily paper."

The Grand Forks (ND) Plaindealer of April 15 described a sighting there at 2130 on April 14. It stated that a farmer between there and Manvel was awoken by a noise at 2200. He found a stone wrapped in parchment with writing of a foreign language. Somehow, someone translated it (it was not specified who did this and what language it was).

"Mid Air, April 14, '97. Minneapolis 8:50, St. Cloud 53, Sauk Centre 54, Alexandria 55; took a bath in the lake, then moved on along the Great Northern Road; Fergus Falls at 9, took a snap shot at the Hotel Grand with the rubbernecker's long top; Barnesville 9:03; gave notice to dispatchers to notify all operators to look out for us northward; investigated the matter of paving at Crookston at 9:05; damages by high water at Fargo 08; looked over the asylum at Jamestown at 9:10; attended a

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Bismarck now at 9:15; then we cut across country looking in at Carrington, Aneta, Lakota, Larimore, Hillsboro, and Grand Forks where we noticed Jim Bell, Kittredge, Ed. Cooley, Ollier, McGraw and Sanders of the Plaindealer on top of the Hotel Dacotah all stretching their necks, with their mouths wide open looking at us; called on the ogama, and --" the page was torn here.

The Grand Rapids (MI) Press of April 26 printed the first letter found at Appleton, Wi. It was found by N. B. Clark on April 14 and was attached to an 18 inch long iron rod. It read:

"Aboard the Airship 'Pegasus', April 9, 1897-The problem of aerial navigation has been solved. The writers have spent the past month cruising about in the airship 'Pegasus' and have demonstrated to their entire satisfaction that the ship is a thorough success. We have been able to attain a speed of 150 miles an hour and have risen to a height of 2500 feet above sea level.

"The 'Pegasus' was erected at a secluded point 10 miles from Lafayette, Tenn., and the various parts of the machine were carried overland from Glasgow, Ky., to that point, being shipped from Chicago, Pittsburg, and St. Louis. We have made regular trips of three days each from Lafayette to Yankton, and no harm has come to the 'Pegasus' thus far.

"Within a month our application for the patents for a parallel plane air ship will be filed simultaneously at Washington and the European capitals. The ship is propelled by steam and is lighted by electricity, and has a carrying power of 1000 pounds.

The Palmyra (NY) Journal of April 28 reported the finding of a piece of can that fell from the airship when seen at South Bristol, NY.. A note inside read:

"Air Ship Pegasus, April 15, '97-1:30 am.

"We have covered the distance from the Pacific slope to the Atlantic coast in four days, traveling nights, and now on our way back to W. Aerometer shows 400 miles tonight.

"Capt. Pegasus."

A letter was also found near Farmington, NY, which said basically the same but the time was 1:45 am.

According to the Omaha (NB) Bee of April 16 Sec. Wakefield of the Exposition received another letter on April 15. It was dated April 14 from Omaha and read:

"Owing to repairs necessitated by our recent Milwaukee voyage it will be impossible for me to call on you Saturday, but will call after making a voyage to New York, where they seem to doubt my invention. I regret that practical jokers are sending up small balloons to deceive the people.

"A. C. Clinton

The Sentinel of Indianapolis, In., of April 17 carried a dispatch from Elkhart of April 16 which said that Mrs. C. Strock found a note tied to a screw. It said:

"From the air vessel to the people of Indiana-200 feet above, fellowcountrymen. I, the inventor of the new idea (the flying vessel), am now passing over your city. It is now 12:30 o'clock and very cloudy. I will pass over your city on my return trip Friday night. Yours Truly.

"The Inventor."

The Grand Rapids (MI) Press of April 17 reported that a letter was found attached to stoppers and bottle openers. The envelope said, "From the Airship travelers." The letter read:

"To whoever finds this. 2,500 feet above the level of the sea, headed north at this writing, testing the airship. Afraid we are lost. We are unable to control our engine. Please notify our people. Think we are somewhere over Michigan.

"Arthur B. Coats, Laurel, Miss.

"C. C. Harris, Gulfport, Miss.

"C. W. Rich, Richburg, Miss.

"April 16th '97, 9 pm."

The Astoria (IL) Searchlight of April 22 said that Bert Swarengern found a letter connected to a bamboo cane and a wedge shaped rock. On the envelope was written the following:

"From Air Ship-Notice to finder: Please mail enclosed letter. Passed over about 12:30 pm. April 16, 1897, going north and east. About 2300 feet high. Excuse dirt as just got through oiling.

"Harries"

Inside was a letter addressed to "Mr. T. A. Edison, New York City, N.Y." The letter was opened and at top said "Ship Three". The letter was written in "cipher" and signed "C. L. Harries, Electrician."

"Edison said he had several men in his employ named Harris but knew nothing of C. L. Harris.

The Paducah (KY) Daily News of April 23 printed an article from the Princeton Republic which indicated that a letter was found near there. It read: "Earoute, April 17, '97. Dear friends: Pardon me for taking up your time, but I am the inventor of a machine which burns the wind at the rate of 175 miles an hour, and am now testing it. Have been on the road now several days and have not descended for fear someone will beat me out of my patent right. I haven't any new news except that I am enjoying myself highly. XYZ"

The Argus Leader of Sioux Falls, SD, of April 21 printed a dispatch from Chicago stating that on April 17 Daniel Schroeder and another boy found a brown paper package in a tree near Lincoln Park. In it was a pasteboard box containing remnants of a lunch and a card reading:

"Dropped from the airship Saratoga Friday April 16, 1897." The card was folded and had embellish front page. In the upper corner was written "airship" and below this was a boy standing on outstretched wings. Also written was: "9:41 pm-Due northwest, 2000 feet 61 N. Lat., 33 Long. Descending. Dense fog. Drizzling 'spods."

The Denver (CO) Rocky Mountain News of April 20 printed the story from Cripple Creek, Co., about a letter found by J. H. Graham. The letter was in a battered sardine can. It read:

"In Mid Air, April 17, 1897.-To Whoever finds this note: There are three of us lost in an airship. Our names are C. J. Pillsbury, of 130 Washington St., Boston, Pierre Humbert, city engineer of Boston, and C. D. De Navine, of 72 Rue Truffaut, Paris. April 8 was the last day we were on terra firma. Upon that date we ascended from a switch upon the Missouri Pacific railroad in Eastern Kansas named Weeks, and 17 miles north of Emporia. We have been sailing, we know not where. We are out of water and have given up hope. We trust that whoever finds this note will immediately wire our friends at the addresses given."

The Palo Pinto (TX) county Star of April 23 reported a sighting of the airship on last Monday. The next day a letter was found which read:

"In the air of Texas.

"April 19, '97

"To the people of your town

"Dear Friends.

"We passed over your little village at 9:15 pm. There not being many lights burning thought probably we were unnoted. We are on our way home in New York where we will make an improvement in our vessel, and then we shall make another trip to Texas soon.

"Truly

"William Sveign & Bentus"

The Lincoln (NB) Evening Post of April 21 printed a letter said to be from the airship. "On board the Airship Pegasus, April 20, 1897" and was a long letter. It stated that the airship was built in southern WV. It is a long oval balloon, pointed at both ends, 30,000 cu. ft. capacity, not hydrogen, weighs 2500 pounds and lifting power of 1,200 pounds. He has been up for 42 days. It was signed "J. F. Calipha, Capt. of the Pegasus.

The Colorado Springs (CO) Gazette of April 22 reported that a letter was dropped from the airship. It was in a sealed "Bock Beer" bottle. It read: "April 21, 1897. To whoever finds this note: We are in air about 2 miles above the earth. Our valve is jammed so that we cannot let the gas escape.

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We have no food except crackers and bottled olives. Our names C. J. Pillsbury, 108 Washington St., Boston, Pierre Humbert, city engineer of Boston, and C. De Novina, 72 Rue Traffant, Paris. Please let our friends know where we are. We cannot possibly live 48 hours longer, as we have no water."

The Daily Herald of Salem, O., of April 22 printed an article taken from the Massillon Independent of April 21. It said that Frank Reed found a letter attached to a piece of sandstone. It bore the address of Thomas Edison and read: "On board airship, bound for Cuba, 9, 20, 97. To the finder: Kindly mail enclosed letter and send your address to Mr. Edison, who will reward you. Wm. R. Harris."

The Green Forest (AK) Tribune of April 22 described a sighting there on Wednesday. The witness saw some thing fall from the ship. It was a plain, unaddressed envelope with a note which read:

"Aboard the Stratus, April 21, 1897.

"With Pleasure we send greeting to the people of the beautiful little city below. We will see you again and learn more of you and you will learn more of our wonderful ship, the Stratus.

"A. Passenger"

The Cleveland (O) Leader of April 25 ran an article dispatched from Lorain, O., dated April 24 which said a letter had been found there. It read:

"Aboard the Aurora, altitude 1,500 ft. The finder of this letter may be somewhat surprised when he reads the contents. Our ship is a simple affair. The hull or body is merely a wire netting covered with a very thin and light but extremely strong casing of oiled silk, through which neither water nor air can pass nor can the fiercest gale rent. It is filled with hydrogen gas. The hull is in the shape of a cigar and stayed with aluminum bars. It is 82 feet in length and 19 feet in diameter. The whole is supported by an egg shaped balloon about 35 feet in diameter. The motion is secured by a propeller wheel at the stern. This wheel is 15 feet in diameter and has 8 paddles run by storage batteries. The weight of the Aurora, including myself, wife, and child, bedding and edible, is only 428 pounds. It was made in an out of the way place near Santa Fe, N.M. From there our journey over the United States began. In a few days we will return to Mexico, where I have a much larger boat under construction, with which I hope to cross the seas. Hoping this letter will have the desired effect-that is solving a deep mystery-I remain sincerely yours.

William R. Harris

April 22, '97"

The Jacksonville (IL) Journal of April 25 printed a letter found near Markham, Il.. It read:

"Omaha April 23, '97

"To the finder: I left Omaha at 8:30 pm and drop this notice at 11:23 pm to show you people that my airship is the greatest wonder of the age, and will be on exhibition at the Omaha Exposition and I take this method of advertising. By presenting this letter you will be entitled to one ride free of charge during the time my airship will be on exhibition.

"Aerial Navigator"

The Portsmouth (O) Blade of April 24 said that Agent Hughes of the C & O found a letter which read:

"On board Electric Airship 'Buckeye' No. 5

"April 23, 1897.

"To the people of Portsmouth: We passed over your city about 1:30 this morning at an altitude of 500. We are enroute to Washington, D. C. and want our friends to know that we are all well.

Captain Air Ship No. 5

"P.S. Please hand this to some paper so that our friends will be sure and hear from us.

Capt. 'Buckeye'"

The Cincinnati (O) Commercial Tribune of April 25 said that the airship had been seen in Newport, Ky. The witnesses said that during the sighting, they heard something drop near them and they found a bag of sand and a note. The note read:

"Airship Pegasus, April 23, 8:30 p.m.-Passed over Newport, Ky., at 8:25 p.m., traveling at the rate of 40 mph, due W. Aerometer recorder 200 miles since 4:30 p.m. Expect to arrive at Nashville, Tenn., at 3 a.m. Sunday.

Captain Pegasus"

The Columbus (O) Press of April 25 published a dispatch from Westerville, O., of April 24 which said three letters were found there: 2 by Cyrus Riggle and 1 by Cleve Boyer. One letter found by Mr. Riggle said it was written at 2,134 feet up. It described its journey through the air at 40 degrees parallel at 2130. The writer seemed to be a friend of Arthur Burr of Columbus, to whom the letter was directed. It was headed for Baltimore and signed Jim McK. The other letter he found was directed to Walter Hartrum of Westerville and written at 34 feet up. The letter found by Mr. Boyer was directed to him and thanked him for signal lights he had sent up.

The Salida (CO) Mail Twice a Week of April 27 described a sighting there on Monday and said a letter was found in a broken beer bottle the next day. It read:

"Mid Air, April 25, 1897.

"To Whomsoever, et al:

"We are three belated, bewinded, bedrizzled, and bedamned aerialists who are swung through the heavens uncomfortably near the angels. We have risen on our envisions and are living on dried apples, prunes, and navy beans. We are two full of these either for comfort or utterance. We would like to get down to pay our taxes. We would also like to behold the bosom of our friends. We know when we have got enough. We have run out of water, but the stock of evaporated fruit of Adam still holds out. We can't hold our jobs and stay up here. We need a change of shirts. We desire to be buried in Mother Earth, as graves can not be kept green in the clouds. We also need a change of socks. For the sake of humanity come up and pluck us down.

"J. W. Pillsbury, Boston

"Peer Hooombert, Boston

"Andon Fricasee, Paris

"P.S. Please bring three metallic caskets for three if you can't start inside the next four days."

The San Antonio (TX) Express of April 28 reported a sighting near Devine, Tx., last Monday. The witness saw a piece of paper fall. "This is the best part of Texas we have passed over. The climate seems delightful, the air pure and the scenery picturesque. In fact, we are prone to pronounce this the finest country that a flying machine ever flew over. Tell them that you saw us."

The Trenton (NJ) Evening Times of April 27 printed a story of the airship being seen there on April 26. The next morning the witness found a package which contained a Boston baked bean can which contain the following note:

"In the clouds, April 26, '97; night-to whom it may interest: A terrific wind and rain storm, which has been raging has just abated. Our airship revolved like a leaf in a minature whirlwind. Nearly three weeks ago we descended upon a vast prairie, evidently in the western states (United States). Since then we've been sailing, we know not where. We've been out of water frequently, and as often have melted snow for relief. Please notify Maurice Porter, Greenwich, N. Y. He knows who we are. We hourly expect to parish.

"signed "We are four."

The Wellsville (O) Daily Union of May 1, printed a report of an airship sighting there on Thursday and the finding of a letter from it. The letter was rather longwinded. It was dated April 29, 1897, 11 p.m., and said "Aboard the Aurora." The letter said they had planned to go to New York City, but were forced to return homeward as "Baby has taken the measles..." They were making 70 miles per

hour with favorable wind. It indicated that another letter had been dropped last Friday and believed it was over Lorain, O. They had meet with an accident last Saturday and took him three days to make repairs. It said a better ship was being built with a 40 foot wheel of 1500 rpm to give 200 mph. It was signed "William R. Harris."

The Flint (MI) Daily News of April 19 reported a sighting at Davison, Mi. A letter fell from it which read:

"This paper is written by occupants of the air ship. We started from the shores of China last November and have been sailing ever since. In a gale which occurred shortly after we left China we lost the cord to the air valve and being unable to reach it, we are unable to come to the earth. Pray for us."

The Burlington (IA) Hawkeye of April 23 printed a dispatch from New London, Ia., dated April 22 which stated that a letter was found there. The letter was on brown paper, tied with twine, and had a piece of iron attached to it. The letter read:

"From Airship Ian Chang. If this message is found send to Mrs. John Randolph, 22303 Vine Street, St. Louis, Missouri."

"Dear Mother: I have been taken prisoner by Japanese officers from near Wahachow plantation near Honolulu. The republic of Hawaii is doomed. The Japanese have several thousand soldiers on Island as laborers. It has remained for the Japs to solve the air navigator. Five have been made by the government. Three are carrying troops from Japan to Hawaii. Two are carrying arms from United States. We are west bound with load from near Hartford. Communicate with governaent. Haste, your son, J. Rudolph."

The Silver Cliff (CO) Rustler of April 28 printed a long letter from a T. R. Van Winkle who said he was a part owner in the airship. It was claimed that the letter was dropped from the airship. The ship was built in Chelsea, Mass., in January by M. Petoier and his three passengers. Winkle claims to have spent over \$275,000 to help build it. They are flying around to locate mineral deposits.

The Nashville (TN) American of April 18 printed a dispatch from Huntingdon, Tn., which said the airship had been seen and a note was dropped from it. It read: "Is Col. Tom Baker in town? If so, we will land and take him on board. We have a high up place for Tom."

The Middlesboro (KY) Weekly Herald of April 23 printed an article taken from the Louisville Dispatch. It described a sighting at Smitherfield, Ky., in which a letter fell from the airship. The letter said there were 2 men in the airship and that they cannot descend since they have dropped too much ballast. It said they are running out of provisions. The craft was built in southern Illinois. It was signed "Samuel Hagin."

The Louisville (KY) Courier-Journal of May 1 stated that a letter had been found near there. The letter said the airship was named Eaglet. It started from Los Angeles, Ca.. It has landed once near Denver and they were interviewed. It is made of aluminum and linen, has two propellers, and bat wings. It averages a speed of 83 miles per hour. It will hold 5 passengers and it is operated by compressed air. the letter was signed "R. L. Snelling."

The Pioneer Press of St. Paul, Mn., of April 14 described a sighting at New Ula, Mn. The witnesses said that something dropped from it. It was a copy of the Sunday Pioneer Press weighted with a metal bar and had a letter inside. The letter said the airship started from the Pioneer Press building in St. Paul. The ship is a hollow cylinder of aluminum opened at both ends. A platform on top of this and 10 feet above this was a gas bag. The cylinder has large wings on the sides and a fan shaped rudder at the stern. The machinery and cabin are on the platform and is battery operated. On the inside of the cylinder is a large fan which blows air out the rear and pushes the ship forward. They wings can be moved in order to act as a fan or sails or a parachute. The signature was unreadable. The paper went on to say, "...so it (the Pioneer Press) is the first in the field with an



airship to carry the gospel of 'the oldest and the best newspaper in the northwest.' An interesting note to the above is that the Miner and the Times, both of Ely, Mn., claimed that the above was false and that they claimed the airship was their's and that it was launched from their respective buildings.

The Madelia (MN) Messenger of April 23 printed a dispatch from Grogan, Mn., describing a sighting there and that a package fell from it. It contained a certificate of appointment to council at Berlin, Germany, made out in blank and signed by Pres. McKinley and Sec. of State John Sherman. No one wanted it and it was taken to Madelia. The editor of the Messenger read it and said that the appointment was for Jupiter, not Germany.

The Newport (IN) Hoosier State of May 5 reported a sighting at Hillsdale, In., on Saturday. A note fell from it which said, "Chateaux en Espagne" which means Castles in the Air."

The Muncie (IN) Herald of May 6 reported a sighting at Smithfield in which a piece of paper tied to a sulfurous rock fell from it. It read: "Airship Pospero bound for Cuba. Commanded by Ciro Nelhenious, Chief III of Planet Mars."

I find it extremely difficult to believe any of the above letters. From the various authors and the names of the airship, it indicates that there were at least 16 different airships flying about at the same time. I find this impossible to accept. This is especially true in view of the evidence concerning the state of aerial navigation, which will be covered later. It should be noted that none of the names given in the letters appear in any history of flight.

skyward in quite a stonemason's airship which has been causing the people of some of the western cities to gaze that mysterious airship which has been causing the people of some of the western cities to gaze  
One better-graveyard cocktails blamed.

An Allegheeny Man Goes the People of Omaha and Kansas City

RODE IN A FLYING MACHINE.

this:

The second example is taken from the Pittsburg (Pa.) Dispatch of April 12, 1897, and goes like this:  
"The second example is taken from the Pittsburg (Pa.) Dispatch of April 12, 1897, and goes like this:  
diagnosed as alcoholism."  
after an unconscious spell and found himself at the City Hospital in the 9th ward. His case is  
sam, but he does not know how he returned to earth. The first thing he knew was when he was awakened  
their hands, which were red hot. Mr. Joslin tells much about his travels and the strange sights he  
because of their number. He thinks there were at least 1000 of them, and they used to burn him with  
were horrible, according to his story. He was frequently tortured by them, but was unable to resist  
"For nearly three weeks Mr. Joslin was a prisoner on board the strange craft, and his sufferings  
and spread its huge wings and soared upward, leaving Forest Park far behind.  
back of this great dragon. Then one of the strange creatures seemed to give a signal, and at once the  
retreating to the back of the animal, and against his will Mr. Joslin was compelled to cling on the  
toward him and beckoned. Mr. Joslin seemed hypnotized and followed him; the creature in front  
have no eyes, although they gazed Mr. Joslin at once. One of them, leading mainly down, advanced  
deep red color, like that of the animal they were on. Their small heads were black, and they seemed to  
of this monstrosity. They were two-legged but shorter than the average man, while their skin was a  
"But most wonderful of all," Mr. Joslin says, "were the creatures which were running about on top  
above the black nostrils of the creature huge horns sprang up.  
body, and it had six eyes, two of which were white, two green and two red. The mouth was enormous, and  
of a dull red color and had great wings, shaped like a bat's. Its head was out of proportion to its  
entirely he can compare it with at all is a Chinese dragon. It was about 100 feet long and very broad,  
unlike any Mr. Joslin had ever seen or heard of before, albeit he is an extensive reader. The only  
creature a short distance away, lying on the ground. It was an enormous animal of curious shape, and  
for some inexplicable reason had been involuntarily closed while the shock lasted, he saw a wonderful  
Joslin says, and he fell flat on his back, so excruciating was the pain. As he opened his eyes, which  
he suddenly felt a strange sensation. It was as though a thousand needles were sticking into him; Mr.  
he says, about 2 o'clock in the afternoon, and a half hour later was walking along Skinner road, when  
according to his story, with the intention of taking a walk through Forest Park. He reached the park,  
"It was on Sunday, April 4, that Mr. (Joseph) Joslin left his home, at 1747 Mississippi Avenue,  
The St. Louis (Mo.) Post Dispatch of April 12, 1897, printed the following:  
this condition as an explanation of the airship stories.

sidewalk and hit the airship which was a lamp-post. The following reports are the best examples of  
this was definitely stated as a fact in each case. In one report, the witness stated he fell from the  
There were seven reports in which an over-indulgence of alcohol was cause of the sighting, and  
some of the reports, but would not be a cause for all reports.  
sighting of an airship was due to the consumption of local alcohol. This, of course, would account for  
It would appear from the general comments in the press of 1897, that it was widely felt that the

.....ALCOHOL INDUCED.

the contemporary theories varied from the probable to the utterly impossible.  
occurrence. As will be seen in the following.  
airship wave. It also reflects the attitude of various individuals when confronted by a paranormal  
explanation. The theories as to what the airship, naturally, reflect the state of knowledge during the  
Unfortunately, the people of the airship wave era preferred that it be explained by a single  
event of an occurrence that is beyond human knowledge, it is mandatory that it must be explained.  
It is inherent in the human system that everything must have a cause or an explanation. In the

THE AIRSHIP IS.....

this locality, it is said, and that no later than last night. Of course, it was seen on the Allegheny side of the river. No man with imagination enough to see such a queer thing could be found anywhere but in Allegheny. It might have been what he was drinking or it might have been the fact that he was listening to the Chinamen playing their funeral dirges and singing their weird chants at the funeral of Yee Foy 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 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 Fittsburg 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 as 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 any of them he usually makes up on a graveyard. This individual managed to get away with [10] of these drinks. He remembers of going home and going to bed. He is sure that he did not go to bed on the side of Mt. Washington.

"What did the men in the ship say to you?" was asked by the interested collector of tolls. "Simply told me to go home, and if I met people who told me they did not believe that machines were made that could fly to tell them that I saw one and had a ride in it."

"Well, that is a good excuse for your not having any bridge toll. I suppose they did not give you time to get any money. I will let you pass this time, but be sure you do not take any more rides in flying machines."

The unknown muttered something about how far it was to Troy Hill and started to pick across the bridge in the peeling rain.

Airship sightings were used as evidence that prohibition was not working; especially in Kansas. The Albany (MO) Ledger of April 2, made the following comment: "Strange lights claimed to be airships sailing around have lately been seen by a number of Kansas people. Another evidence that prohibition is a failure over there," according to the Council Grove (KS) Republican of April 9. "The fact that an airship is being seen in different parts of Kansas is evidence that the prohibition law is not being enforced."

The lack of airship sightings in a town was used in evidence contrary to the above. The following note was made in the Dayton (ND) Echo of April 16: "This (fact airship not seen) is an evidence that Perrina county is keeping the prohibition law far more perfectly than many other sections."

The quantity of alcohol consumed was also claimed to have an effect on the airship. The Brandy Center (IA) Herald of April 15, stated: "...6 drinks of Iowa dew would make anyone see the ship and 7 or 8 more would make the crew visible." The Reporter of what Cheer, Ia., of April 21 claimed: "Seven drinks of good whiskey make one small airship. Three drinks of bad whiskey make one large airship. Seven drinks of ditto, make two large airships with red and green lights. Ten drinks of Sheppards delight, make three airships with big headlights accompanied by a swishing noise as it rushed through space. Ottumwa Sun." Perhaps, the record of Bushnell, Ill., of April 16, sums it up best: "There are only 2 saloons in Prairie City, and yet the airship was 200 feet long when it was observed there. Figured out mathematically it should be at least 700 feet long when it arrives at Bushnell, as even the quality of alcohol was blamed for the airship. The Juscumbia (MO) Miller County Autogram of May 6, stated: "The whiskey and hoch beer of the village of 1897 is miles ahead of the tangiest and barley foam on the market of our younger days. This season you drink 2 glasses of hoch, go

outside, cast your eyes heavenward and see airships navigating the air with the freedom of a lark, provided with nautical appliances and red and green lights." The Winfield (KS) Times stated: "A drink that will cause a man to see flying machines is not healthy."

Conversely, the following sentiment was expressed in the South Dakota Democrat of Chamberlain, SD, of April 22: "The town that has not seen the airship is to be congratulated. It speaks well for the character of liquor sold there." This generalization appeared in different forms in other newspapers, including some from Amsterdam, Mo.; Fort Scott, KS.; Conway Springs, KS.; Hoxie, KS.; Monticello, IA.; Lancaster, O.; and Jonesboro, AK.

The whole idea of alcohol induced airships is best expressed by the following two comments:

"The appearance of the so called airship which is reported to have been seen at different points seems to vary, according as it is viewed through a common tumbler, a champagne glass, a demi-John or a quart bottle, as stated in the Journal of Indianapolis, In., of April 12.

The Warren Review of Williamsport, In., of April 20 said: "To see the much talked of airship, it is necessary to have a glass and the more glasses you use the larger the ship the greater the number and the more varied the color of the lights seen."

#### .....AN OMEN

As is usual with any unusual event, especially those appearing in the sky, the airship, at times, was believed to be some type of omen. The majority of the believers of the omen theory felt that it foretold the destruction of the world. This belief was expressed in the Kansas City (MO) Times of March 29; St. Louis (MO) Republic of April 14; Atchison (KS) Daily Champion of April 3; Chanute (KS) Tribune of April 29; Ames (IA) Times of April 15; and the Lincoln (NB) Nebraska State Journal of February 26.

A few newspapers expressed the belief that it had some religious connection and that it foretold the second coming of Christ. This was expressed in the Glenwood (IA) Mills County Tribune of April 16 and the West Point (NB) Cuming County Advertiser of April 20. It would appear from the following, taken from the Kansas City (MO) Times of March 28, that at least one preacher used the airship. During the sighting at Topeka, Kas., on March 26, the quick thinking preacher told the congregation that the light had been sent to warn sinners of the wrath to come, and many became converted on the spot.

Several expressed the belief that it foretold the coming of a war. The Kansas City (MO) Times of April 4 printed a letter to the editor which said "...such a light is to be seen is a sure sign of bloodshed, that will take place in the near future..... Signs of this nature are always visible before a war. Just before the war that Germany had with France, there was a red light in the heavens...." The Linneus (MO) Bulletin of April 21 mentioned that a strange light was seen in different parts of the country prior to the Civil War.

#### .....ONLY AN ASTRONOMICAL BODY

Under the proper conditions, almost any astronomical body can become a UFO. The misidentification of a star or planet as a UFO is one of the easiest things to be done. This is very true when the witness knows that UFO's have been seen in the area or when UFO's are receiving good media attention. This is easily seen by reading the numerous accounts of moving lights in the sky covered in current literature. Fortunately, many of the reports are investigated by well-trained individuals who recognize what the witness was seeing. It is very safe to say that the average person does not know when or where Venus, Jupiter, Sirius, or Arcturus can be seen. If this person was driving along a road and saw an extremely bright light, low in the west, flashing at one second intervals, and was moving parallel with them, they become convinced that it was a UFO that was seen. It was apparently trying to communicate with them by the flashing and was definitely interested in them since it seemed to be following them. This would actually be Venus with telephone poles passing between the witness and the planet. The same could be true with a light that seemed to be following the witness and would often dart in front of them, drop way behind, or move to the other side of the car. The witness failed to

recognize that the road they were on had several turns and they changed relative position to the planet. This type of mistake is very easy to make.

With this in mind and the number of reports identified as astronomical bodies (see The Identified), many people felt that the airship was only some astronomical body. From the data found in Appendix I, this is very plausible. It should be remembered that the people of 1896 and 1897 were looking through a much clearer and cleaner atmosphere.

By far, Venus was the most common explanation for what the airship was in reality. The following interesting notations concerning Venus are very appropriate at this time.

"One night as an engineer was pulling his train across the western prairies, he suddenly saw a headlight loom up before him in the distance. He had had no orders to pass a train in that vicinity and was at a total loss to understand what it meant. A sliding was nearby and he pulled in that to await the approach of the coming train. After waiting 10 or 15 minutes and the headlight not seeming any closer, he got down from his engine to investigate and found that he had been waiting for the evening star to pass him."

-From the Cedar Rapids (IA) Republican of April 10

The Britton (SD) Dakota Daylight of April 29, reported that "not long ago" a local astronomer woke at 3 o'clock in the morning and found the room flooded with light. He found that Venus was the source of the light. It was bright enough that he was able to take a photo of a watch.

Many scientists of the airship wave era felt that Venus was the cause of the reports. This is evidenced by the following:

In the Oakland (Ca.) Tribune of November 30, 1896, Prof. Burckhalter of the Chabot Observatory said, "What people have been taking for the brilliant electric light of an airship is nothing more or less than one of the two planets, Mars or Venus."

In the Rock Island (IL) Argus of April 14, Prof. Richard Mansill said the airship was probably Venus.

The Omaha (NE) World Herald of April 15 printed that Father Riggs, Professor of Astronomy at Creighton College, said the airship was Venus.

According to the Daily Sun of Vincennes, Ind., of April 17, 1897, Prof. Baldwin, an arctic explorer from Cairo, said the airship was Venus.

In an interview appearing in the Cape Girardeau (MO) Deccart of April 17, Rev. Irl Hicks, a noted astronomer, said: "Well, I am indeed greatly surprised to see how densely ignorant the majority of the people seem to be in regard to the workings of the heavenly bodies. Do I think it is an airship? Most emphatically no! If the night was not cloudy I would show you the 'airship', and it is none other than that planet Venus."

Not only was Venus said to be the cause of the reports, but also Alpha Orionis. Several prominent astronomers felt this was the case. The Chicago (IL) Journal of April 10 reported that Prof. G. W. Hough, of Dearborn Observatory, said the airship was Alpha Orionis. Prof. S. W. Burnham, astronomer, agreed. In an interview in the Milwaukee (WI) Sentinel of April 13, Arthur C. Lunn, astronomer of Lawrence University, said it was it was Betelgeuse, or Alpha Orionis. It usually set at 2240 and is a red star. Since it is a red star, atmospheric conditions greatly effect its appearance. He said the bright light to the southeast was Antares, another red star. In the St. Paul (MN) Pioneer Press of April 15, astronomer Severinus J. Corrigan, agreed with Hough, that it was Alpha Orionis. He said that Arcturus was in the east at the same time and elevation as Alpha Orionis was to the west.

This theory is very plausible with the data presented and knowing that the weather of the period was very rain. The Mississippi Valley was experiencing one of the greatest flood periods in history. On many occasions it was noted that the sky was completely or partially overcast. The effect of rapidly moving clouds on a bright star, or planet, would give a strong impression that the light was

moving or fading in and out. This theory is felt to be valid for a great many of the reports. It is very probable that some of the reports that were felt to be valid actually began by a sighting of an astronomical body backed by a good imagination.

.....caused by....

As is usual with this type of phenomenon, there are always theories that have no real foundation. In most of the following explanations, it is evident that an attempt was being made to explain local reports. It is very obvious that they could not account for all, or even half, of the reports. In spite of their invalidity, they make for some interesting thoughts.

Prof. E. Miller of the University of Kansas, in the Topeka (KS) Capitol of March 30, said he felt the only explanation could be will-o'-the-wisp.

The Kiowa (KS) Journal of April 1 said the airship was "nothing more than the reflection in the sky of some prairie fire and they draw upon their imagination for the balance of the machine."

The Benton Harbor (MI) News of April 1 said lights over Saginaw Bay were due to the ghosts of the crew of the steamer Oconto, which was lost a few years ago.

The Mankato (KS) Western Advocate of April 2 suggested that the airship was due to the fact that "new regulations have gone into effect on the 'airline' and the wild geese have been compelled to adopt a system of headlights on night runs."

The Falls City (NB) News of April 9, printed a letter to the editor in which Jennies Fwalt suggested that the airship was due to ball lightning.

The Galena (IL) Gazette of April 10 quoted a local astronomer as saying that "the phenomenon can be explained by reflections from electric lights thrown on the sky, the atmospheric conditions the last two weeks being favorable to such illusions."

The Des Moines (IA) Iowa State Register of April 13 reported that the airship is one of Rich's serial torpedo balloon which escaped during a test late in February. When it broke loose, the wind blew it to the southwest. It was jet black and highly varnished. Evidently, people thought it might float around for a long time.

The Moberly (MO) Daily Monitor of April 15 brought out the suggestion that the airship is "the old time Jack-o-lantern."

"Harry (Stemple) thinks the balloon is sent out in the interest of the pneumatic tire companies to scatter tacks in all bicycle towns, in order to make the demand greater for rubber tires," so reported the Texarkana (AK) Texarkanian of April 16.

The La Crosse (KS) Clarion of April 23 suggested that "old Diogenes has borrowed a balloon and a large coal oil lantern, and is out looking for a pure and populist legislature."

According to the Philadelphia (PA) Bulletin of April 29, a professor of astronomy said it was due to a battleship playing a searchlight on the clouds.

The Jennings (KS) Echo of April 30 said, "The airship mystery is solved at last. Chas Fawcett took a shot at it with his new rifle and brought down a sandhill crane."

The Nashville (TN) American of April 17, stated: "Since the countless sands of the ocean first fell the lapping of the waves, since the stars of the morning first sang together, and since necessity became the mother of invention, there has been one grand pinnacle of achievement towards which all mankind has struggled. It has been the dream of poets and the problem of inventors. To-day the dream seems realized and the problem solved.

"At the Centennial you may see the product of these centuries of thought and labor in a flying machine that is said to be perfectly able to carry an able-bodied man from one point to another about the grounds with the ease and the swiftness of a swallow in its flight."

Director General Lewis, of the Exposition said that they had the inventor under contract for over a year and that they had spent a considerable amount of money on it. When he was asked if it was the same airship that had been seen at Adairville, Ky., he said that he had no doubts but that it was. "At any rate, the inventor is experimenting near the Tennessee and Kentucky line in the vicinity of Adairville."

The Nashville (TN) American of April 20, reported that Engineer-in-Charge Robert T. Creighton and assistants were hunting the Centennial grounds for a building, 40 feet x 20 feet x 20 feet, to rent. It is generally believed that the airship had arrived, since many residents saw it Sunday, and the building was for it.

The Banner of April 21, said that a new building was going up at the Centennial grounds and it was believed to be for the airship.

The American of April 24, said that yesterday morning a reporter was in a car when a strange man came in and bought 25 boxes of Yale Mixture, a tobacco. He was about 35, low, heavy build, wore a corduroy suit, and had a determined look on his face. When he left, the reporter followed him. The stranger led the reporter to the Centennial grounds. Here the reporter found the airship anchored to a tree. It was 50 feet long, tapered to both ends, and the greatest diameter was 15 feet. It had 6 propellers on one side and these had 12 foot blades. The wings were only slightly moving, just enough to keep the anchor rope taut. The hull appeared to be made of aluminum. A door opened and a rope came down. The stranger unfastened the anchor rope and was pulled aboard the craft, which soon rose and left.

The Nashville (TN) Sun of April 27, printed the story that a reporter found a piece of paper in an office at the Centennial grounds and he saw the words "Aeronautical Department" on it. It was a request to have the following items at the "Aeronautical Department, Top of Hill": dry iron filings, a 50 x 20 foot piece of burlap, a number of trees to be cut down round the hill, water in a large tank, a bushel of lime, and 200 feet of rope. The request was signed "A. W. Barnard." He went to the strange building that was being built and found that Mr. Barnard was on the grounds and that the building was for the airship. He managed to meet Barnard and was just told that the airship was being constructed in the building.

In reality, a flying machine did turn up at the exposition. The following gives proof of it: The Columbus (WI) Democrat of May 25, printed a widely circulated article concerning Arthur Wallace Barnard, of Nashville, who flew his airship successfully at the Tennessee Centennial Exposition. He flew 20 miles and landed 12 miles away. He claimed to have it under full control. It was a 45 foot long cigar shaped balloon, 18 foot in diameter, and filled with hydrogen. A metallic frame was suspended by ropes in which he sat on a bicycle seat and operated the 2 screw propellers in the front. He used wings on the side to raise and lower it. It is evident that it was a sky cycle, since no mention was made to a power source and none apparent in the drawing.

It should be noted that in the chapter concerning physical evidence, there were two letters which indicated that the airship was to appear at an exposition to be held in Omaha, Nebraska. It never materialized. It is possible that this was an attempt to use the airship as advertisement.

The second most common belief was that the whole airship affair was a hoax. This is extremely possible when considered in relation to the large number of confirmed hoaxes that were presented in "The Identified." It is also important to make note of the large number of reports that I feel are not real. These can be found in Appendix 6.

The airship wave was in its infancy when this belief was first brought forth. The Sacramento (Ca) Bee of November 19, 1896, printed a letter which suggested that the airship was a hoax put on by men of the Central Electric Railway Company. It is interesting to note that the majority of the early reports did come from trolley workers. Other papers felt that other parties were responsible for the hoax. "The California air ship, which all the papers have been talking about for the past week, is probably a fake. The only explanation we have seen on the strange sights reported at Sacramento and other places is a statement as to the actions of the members of a certain club in San Francisco. It is to the effect that for several nights past they have been amusing themselves and gulling the public by means of a number of large hot air balloons," so stated the Genoa (NV) Courier of November 27, 1896. This statement was supported by the following from the Selma (Ca) Fresno County Enterprise of November 27, 1896: "The airship has appeared at Visalia and at Fresno. The Post explains the sensation as just a plain hoax for which the Bohemian club is responsible. From the roof of the club building paper balloons have been sent out to which were attached sponges saturated with alcohol and lighted."

Not only did various newspaper editors feel that the airship was a fake, but also many scientific men of the era. According to the Atchison (KS) Daily Globe of April 7, Prof. Kneer, of Midland College, said that "nothing has been seen, except possibly an occasional toy balloon sent up by a joke. The men who claim to have seen the airship are simply fibbing." The Galesburg (IL) Evening Mail of April 13, printed an interview with Prof. Thwing, astronomy instructor at Knox College, who said it was not a planet and probably only a huge hoax.

Perhaps the most damaging statement appeared in an article in the St. Louis (MO) Globe Democrat of April 20, 1897. Thomas Edison was asked about the airship and the letter found at Astoria, Ill., and he replied: "You can take it from me that that is a pure fake. I have had several men named Harris in my employ, but I know nothing of C. L. Harris. I have no doubt that airships will be successfully constructed in the near future.....It is absolutely absurd to imagine that a man would construct a successful airship and keep the matter a secret." "Whenever an airship is made it will not be in the form of a balloon. It will be a mechanical contrivance, which will be raised by means of a powerful motor, which must be made of very light weight. At present no one has discovered such a motor.....I am not, however, figuring on inventing an airship. I prefer to devote my time to objects which have some commercial value. At the best, airships would only be toys." In an interview which appeared in the Tri Weekly Journal of Logan, Utah, of November 26, 1896, Edison said that aerial navigation would be solved in the next 10 years. He said that the machine would have to rise by itself without the aid of a balloon. This would be accomplished when we could get 1 horsepower for every 5 pounds of machine. A statement such as this by a man of Edison's intelligence and stature has to carry a great deal of weight.

A quote taken from the Mt. Ayr (Ia) Ringgold Record of April 15, 1897, best sums it up: "One of the most colossal fakes that has ever been perpetrated on the unsophisticated public is the airship." "The airship fake deserves to rank alongside the Cardiff giant fake and other frauds that have been successfully worked on the unsuspecting public."

If the airship was a fake, it had to be started and perpetuated by someone or something. The possibility that individual hoaxers and liars all over the country doing this exists, but the probability is low. The most powerful and ominous media for the era was the newspaper.

The local newspaper was the only source of information from and concerning the outside world. Newspapersmen essentially had full control of what the local population was told and how it was told. Reporters were basically unaccountable for what they told their readers. A reporter in a small town in Illinois could write that the floods had entirely destroyed a town in western Tennessee. The Illinois people would accept the story since they had no method of confirming the story; even though it was a fake. This type of "yellow journalism" was not new.

The Cedar Rapids (Ia) Gazette of April 14, 1897, printed a rather long article which concerned previous hoaxes that newspapers had perpetrated on the people. It reported on a hoax started by a New York paper in 1896 which became known as the "blue glass hoax." It reported that a scientist had found



they by passing sun light through blue glass, the light was "given certain wonderful properties of curing diseases and influencing the general character of plant life." The claim was made that it could cure almost any disease and vegetables grown under it grew to fantastic size: potatoes the size of pumpkins and pumpkins the size of balloons. The article claimed that each generation of plants grown under it grew even larger. The article was so impressive that Governor Seymour, of New York, placed blue glass in his conservatory and after many years nothing had happened. It mentioned the infamous Cardiff giant hoax in which a New York man got a large block of gypsum, hired a sculptor who carved it into a 11 to 12 foot tall man, and buried it on a farm. It was "accidentally" found several years later and passed off as a petrified man. There were many others including an engine the size of a kettle said to produce several hundred horsepower and sold to an English syndicate for 5 million dollars (the engine never existed!); a tin mine in the Black Hills; and Aztec artifacts in Iowa.

The Nebraska State Journal of Lincoln, Neb., of April 19, printed abstracts of various newspaper hoaxes. These included a story from Kansas City about a sea serpent being seen in the Missouri River. The most successful hoax was started by Edgar Allen Poe, in 1844, when he wrote a story for the New York Sun about 2 Englishmen had sailed across the Atlantic Ocean in an airship. It took them three days and they landed near Charleston, SC. The article went on by saying, "The airship fake which gives foundation for the story started in Kansas last week, upon the bright appearance of the planet Venus, was started by the San Francisco Chronicle soon after the election last November." It mentioned Joe Mulhatton, who created many newspaper hoaxes, including one about an immense meteor which he said hit in Kansas. The Tacoma (WA) News stated a story about a fire that was burning out of control in a remote section of the city. The firemen were unable to fight the fire due to inadequate water facilities. It resulted in an extension of the water service to remote areas. In 1890, there was a widespread fake stating that in Bosnia, Baron Rothschild, had been sentenced to death and he offered 1 million florins for a substitute. There were several people who accepted the offer. A Dallas, Texas, paper started a story that the Prince of Wales was coming to see the Fitzsimmons-Corbett fight.

The section of newspaper hoaxes in "The Identifieds" indicate that many airship hoaxes had originated in the newspaper office. Many felt that this was the case with all airship reports. 3

The Wichita (KS) Daily Eagle of March, 30 said that "even the steps of the Capitol at Topeka have been prostituted to the cause of faking. All those stories are fakes, pure and simple. Wichita is in no shape or manner a party to this disreputable newspaper fabricating."

In the Topeka (KS) Capitol of March 30, Prof. E. Miller, of the University of Kansas, said: "I think that the papers must have been short of copy, and found a good subject to write up and proceed to make a readable article."

The April 1 issue of the Manhattan (KS) Nationalist wrote, "The 'airship' theory probably originated in the fertile brain of some reporter after either 'scoop' or sensation, but we know not."

It should be pointed out that many of the articles concerning local reports often started by saying that the town was now "up to date", "in line", or "not to be outdone". These opening statements were felt to strongly suggest that the story following it was probably a hoax.

As indicated elsewhere, several newspapers had reputations for not telling the facts in its pages, such as the Chicago (Ill) Inter-ocean. This was also true of several other newspapers. The Eureka (CA) Daily Humboldt Standard of November 28, 1896, stated, "There is no doubt that the Examiner, which is 'monarch of the fakirs,' has sent up one or more balloons, which credulous people have taken for air-ships;..". The Ceredo (WV) Advance of April 28, ran a short article about a story which appeared in the Huntington Herald. It reads: "Last Thursday's Huntington Herald contains a wonderful story. It says that the great air ship (of which the papers have had much to say lately) was really seen by J. L. Caldwell, John H. Holt and others. They beheld the wonderful machine near the old Symmes creek church in Ohio about 11 o'clock, Wednesday night. The Herald states (remember that it is the Herald) that the party slipped up near the monster, which had alighted for repairs, and actually heard people inside the ship talking in an unintelligible gabble. They watched the thing ascend and spread its wings and soar away--so the Herald says." It would seem that the Herald had a reputation for sensationalism. The Hastings (Nb) Tribune of May 7, 1897, made the following comment, "The Tribune is on the ground floor to know that this is the biggest fake ever published."

It is obvious that the role of the newspaper in the airship wave is of paramount importance. It not only reported the sightings, but in many instances created the sightings. If the reporter was not

in the mood to be creative, there were several instances where airship stories were merely plagiarized. This was the case in the following:

"These troublous times and a prophet who counted on signs in the heavens would have a regular picnic. Abilene did not intend to get into the airship current but something happened last night that ought to be told. E. T. Ellison, his testimony is unimpeachable, says that late in the night he awoke and saw everything as light as day around the house. He did not go out of doors but heard the clock strike 3. He went to bed and an hour later got up again and going out saw off in the west what appeared to be an immense ball of fire or searchlight with a projection on top. It was so far away and moving to the west so rapidly that he could not see it plainly. He regrets very much that he did not go out at first as the light was much stronger then and he thinks the concern was directly over the town. This could not have been the star the Chicago astronomers talk about as it was very large while the moon being only at the quarter and setting at 3:14 a.m. could scarcely be considered. The matter was certainly remarkable but we do not advise anyone to set up until 2 a.m. in hopes of seeing it again."

The above story appeared in the Abilene (KS) Daily Reflector of April 14. However, it also appeared in the Lawrence (KS) Daily World of April 15 word for word, except the location was changed to Lawrence and the witness was F. M. McHale.

It is very probable that this was done in other reports and enough changes were made to make it difficult to make the accusation of plagiarism.

The Des Moines (IA) Leader of April 11 wrote: "The fact seems to be that the airship has been exploited by the telegraph operators along certain lines of railroad. They managed it beautifully for a while and never allowed it to travel too far between days; their reports were always characterized by a degree of verisimilitude that indicated real genius in the management. But when the rest of the public began to take a hand, the airship got too numerous, the reports would conflict, and it was evident that either there was a whole family of the ships or else somebody was manufacturing stories.

"The original San Francisco story has been confessed to be a fake of some jokers who got a huge paper balloon and sailed it over the city when the wind was blowing just right. The people took it to be an airship, and a newspaper which was in the secret assisted in circulating the report. The press of the country got hold of it, and it was a success from the start. Then the contrivance appeared in Omaha, and it has been proved that there, too, it was the balloon fake, which people with good imaginations exaggerated into an airship. The Burlington story seems to give color to the theory that at those places in Iowa where anything had really been seen, it has been this sort of an airship; and at the rest of the places-why, the energetic 'Western Union operators' have always been ready to report the airship in their territory when it was about due.

Of course it has degenerated into something of a joke since the ship became so common; but all the same it deserves to rank as one of the most successful fakes of an era of such successes."

The above indicates that the hoax originated by railroad employees. This is supported by the fact that many of the reports from late March and throughout April were from railroad employees in the form of station agents, telegraph operators, and on trains. The sceneric created in the above article is extremely logical and possible.

"The airship excitement is probably due to a skillfully worked job engineered by the operators along the different lines of railroads."

-From the Des Moines (IA) Gazette of April 16

The Eddyville (IA) Tribune of April 16 ran an editorial stating their belief that it was all a fake. "The whole farce has been kept going by the turning loose of a few paper balloons at various points between the Pacific and Atlantic coasts."

.....A FLYING MACHINE BUILT BY SOMEONE

The most common and popular theory was that the airship had been built and was making test flights. The origin of the airship and the inventor was speculated about but never shown to be accurate.

There were a few references that the airship had come from Mars or some other planet. This theory is entirely unfounded on the basis of the fact presented. Almost all of the CE III reports indicate that the alleged occupants were of earthly origin. In addition to this, the airship, as it was described, could not function as an interplanetary craft. It is of course possible that it was merely an excursion type craft brought here in a much larger and sophisticated craft. However, this is pure speculation with no foundation. I feel that this theory might be possible, but is extremely improbable.

There were several references to the possibility that the airship belonged to a foreign power. The Wichita (KS) Kansan Commonwealth of April 1, printed that it was "probably Spain." The Austin (TX) Statesman of April 19, also felt that it was of Spanish origin and that its purpose was to check the strength of the militia and to see if there were any Populist left. The Columbus (O) Evening Press of April 20 printed a dispatch from Massillon of April 20, which Carl Brown said "that anarchists have completed 2 airships and have 4 others under way and when finished the wicked are to be destroyed by showers of bombs and chemicals and the good will be given a trip to flee to the mountains." This same theme appeared elsewhere. A letter to the editor of the St. Louis (MO) Post Dispatch of April 19, written by "Nemo", claims that the airship belongs to anarchists. There are 6 of these ships: 2 completed and being tested in the west and 4 are under construction. The construction is taking place in California. They intend to use them to destroy all governments. This was learned via telepathy.

The Democrat of Kentland, In., of January 8, 1897, ran an article concerning Dr. Wolfert, of Germany, who had built an airship. The airship was 28 meters long, 3 1/2 meters diameter, and weighed 700 Kg. It was propelled by a paddle with two 2 1/2 meter blades. There was a second paddle beneath the gondola.

The Shippensburg (PA) News of March 19, printed an article taken from the New York Herald about a Russian naval officer, Paul Skobeloff, who had built an airship to be used as an observation car. Basically, it was a bicycle powered cigar shaped balloon and was tested at Vladivostock, Siberia.

The Kansas City (KS) American Citizen of April 16, printed a story about the test of a flying machine at Sydney, NSW, Australia which crashed and burned.

The Sedalia (MO) Sunday Democrat of April 18, carried an article concerning a letter that John Jacobson said he saw fall north of Sedalia. The letter said that the airship was invented by the writer, Don Alvarado Dreyada, a Cuban. He stated that gravity "is unknown 10 miles above the earth. The force there is repellant, otherwise all things would be in a single day destroyed by the vast fall of nebulous matter." They sailed from Maine to the Pacific in 3 days and have gone 500 miles up (they make their own oxygen). They have the ship loaded with dynamite and other explosives and will hover over Havana. "Weyler must surrender or die. Havana will be ours or there will be no Havana."

The Fort Worth, (TX) Register of April 25 printed an article concerning an invention of Arthur Stentzel, of Altona, Germany. It had curved wings which flapped through a 70 degree angle and powered by an engine. Again, this contrivance was more on the airplane design than a dirigible.

The Montgomery (AL) Advertiser of May 9 ran a very long article concerning airship inventors and experiments. It briefly mentioned the airship and gave a short history of the sightings. It mentioned a Gustave Trouve, of France, who was working on a mechanical bird flying machine. It told of Alfred Jonasson, of Norway, who built a model of an airship. It had wings which were to be inflated with a gas and had a 10 foot long rudder. There were two propellers; one at each end. Prof. George Wellner, of Vienna, patented an airship which had a large wheel, with blades for spokes, on each side. The wheels were covered with canvas and open at both ends. James S. Cowdon, of Vienna, Va., built an airship that was 3 cigar shaped balloons; 1 above the other 2 which were side by side. It had propellers located at each end and was steam powered.

As far as the American people of 1897 were concerned, the accomplishment of flight would be the crowning triumph of the 19th century. They were in the most marvelous period of American history. They had seen the invention of the telephone, the horseless carriage, recording devices, and moving pictures. They had witnessed the development of electrical lighting systems and were convinced that electricity was the answer to many problems. With this newly developed energy, they felt that flight powered by electricity was the only way aerial navigation was to be solved. This is evidenced in the many accounts where it was used as the power source for the airship. Unfortunately, storage batteries needed for this were expensive and extremely heavy: 500 pounds each at a price of over \$1,000.

The public had been being prepared for the accomplishment of flight for many years. Newspapers and leading magazines carried many articles about experiments and plans for airships. They were aware of the experiments of Chanute, Maxim, Langley, and of local inventors who claimed to have airships. They knew that even the government was sponsoring experiments. The Galveston (TX) Daily News of April 29, printed an article taken from the New York Press. It reported that for several years, the United States government had had a famous aeronaut in its employ for purpose of developing a dirigible. The American balloon depot was at Fort Logan, Co.. There were rumors that one was under construction at Fort Sheridan, near Chicago, Ill. It used the McCann photographs as proof of this, but since the photos were a hoax, there is no proof.

The following articles are those that appeared during the airship wave that concerned inventors. Almost all of them concern local inventors who claimed to have built or in the process of building an airship.

The San Francisco (Ca) Chronicle of November 17, 1896, printed a dispatch from New York which stated that a man named Leon was building an airship in Hoboken. He has been working on it for 2 weeks and expects to be finished Friday. He expects to cross the continent in 2 days. It consists of a wooden piece 15 feet long, covered with thin brass. From this extends spikes of wood 3 feet long over which are placed 6 foot wooden rings. Over the rings will be rubber and canvas sails. In front is a large rubber balloon large enough to carry 5 men and an electric battery.

The San Francisco (CA) Chronicle of November 22, 1896, printed an interview with attorney George B. Collins, of San Francisco. Collins said the airship inventor was his client and that in a few days it would fly over San Francisco in daylight. He claimed that he had actually seen the ship. It was made of metal, 150 feet long, no visible means of propulsion, and could carry 150 people. It was built on the aeroplane system, having two 18 foot wide wings and a rudder. He saw it fly and circle under perfect control of the inventor. He described the inventor as a wealthy man who had spent \$100,000 in the last five years on his airship. The man is said to have come from Maine and has filed for a patent.

The Chronicle of November 23 printed another interview with Collins. He said that the airship was built near Oroville and the inventor lived in the 600 block of Ellis street. He was described as being 6 feet tall, 40 years old, with no present occupation, and having plenty of money. A search of the area found a man fitting the description living at 633 Ellis. He had leased a room from E. H. Keiser and he often made trips to Oroville and Stockton, being gone for several days to a month. He spent time in his room experimenting with aluminum and sheet copper. His name was Dr. E. H. Benjamin, a dentist. His name is not in the city directory or on any list of dentists. He has been said to say Collins was his lawyer.

The San Francisco (CA) Call of November 23 printed a dispatch from Oakland, Ca., dated November 22, concerning an interview with Collins. He said that the inventor was about 47 and very intelligent. On November 22, Gen. W. H. Hart met with Collins and said he had seen the airship and believed it to be the real airship.

The San Francisco (CA) Bulletin of November 23 printed another interview with Collins which was very different from those previously published. Collins now said that he had never seen the airship and that he knew nothing about a man from Oroville. He did say that someone had met with him concerning an airship patent, but the man was from San Francisco.

The Woodland (CA) Democrat of November 23, said that Dr. Elmer H. Benjamin once lived in Woodland. He first visited the city as a piano agent for Sherman and Clay. He became friends with Dr.

Holmes and practised under Dr. Hill of San Francisco. He reportedly told Holmes that he was working on an invention that would revolutionize the world.

The San Francisco (CA) Examiner of November 23 reported that Collins denied seeing the ship but said that he did represent the inventor. The inventor described several flights of it and the reports in the press confirmed the path and actions.

In the San Francisco (CA) Chronicle of November 24, Collins again denies having seen the airship and had never sent patent applications to Washington. Chronicle reporters met with E. H. Benjamin, who denied working on an airship. He did invent and patent several dental appliances. A dispatch from Washington, denied knowledge of a patent application for a flying machine from the Pacific coast.

The San Francisco (CA) Call of November 24, printed another interview with Collins in which he said the Call had been the only paper to quote him accurately and the story in the Chronicle is completely false. He had heard a rumor that the Chronicle had hired Dr. Benjamin to say the airship was his invention.

The San Francisco (CA) Examiner of November 27, reported that Collins had been dropped by the inventor and ex-Attorney General W. H. H. Hart had replaced him as the inventors lawyer. Hart informed the reporter that the airship would be developed as a war machine to be used in Cuba. He said he now represents two airship builders; one in California and one in New Jersey. He said he has seen the New Jersey airship in flight but not the California one. The one from California would soon be ready to fly. He has been assured that it would lift 1 ton. Hart said that he had replaced Collins because he (Collins) had talked too much.

The San Francisco (CA) Call of November 25, reported that a Dr. Catlin was the inventor and that Dr. Benjamin assisted him. This was learned through an unknown source.

The Call of November 26, reported that Dr. Benjamin had disappeared and could not be located.

The Call of November 27, reported that Hart said that it was 125 feet long and of proportional width. It is proposed to build one that is 50 feet long to be used in war. The smaller one could be built for \$25,000 to \$30,000. It uses a Fargo storage battery which weighs about 100 pounds, gives 20 horsepower, and last for 10 hours.

The Call of November 28, reported that Hart said that the inventor is a cousin of the electrician of General Antonio Maceo, commander of the patriot forces in Cuba. The electrician is John Linn. Hart said the airship could travel 120 miles in 6.5 hours.

The Evening Chronicle of Virginia City, Nev., of November 25, 1896, reported that 2 local men, George Cumming and Walter Pearson had built and test-flown an airship. The flights were tethered. The airship has its name "Meteor" painted on the sides. (Cumming ran and was defeated for the Governorship of Nevada on the Populist ticket.) The model is powered by gasoline and weighs 180 pounds and has lifted 40 pounds.

The November 27, 1896, issue of the Virginia City (NV) Chronicle reprinted an article taken from the New York Journal about a Prof. Charles Cole, of Chicago, Ill., who had built a model of a flying machine which worked. The model was 12 feet long, used hot air, and a screw for motive power.

The San Francisco (CA) Chronicle of November 27, 1896, printed a story from Oakland about a John Giser who had been working on a flying machine for over 13 years. It never flew. When stories of the airship being seen over Sacramento came out, he destroyed his.

The Seattle (WA) Post Intelligencer of November 28, 1896, ran a long article concerning Jackson Temple who had built an airship. It used a series of horizontal planes for lift and was very similar to Maxim's machine. A test of it resulted in a crash and another model was said to be being made.

The November 30, 1896, issue of the Seattle (WA) Post Intelligencer ran a dispatch from Oakland reporting that a man named W. H. Warren, of Haywards, had built and tested a flying machine. It rose to 100 feet and maneuvered in all directions. It was cigar shaped, had wings, a tail, and was gasoline powered.

The Dalles (OR) Times Mountaineer of December 12, 1896, ran an article concerning a Robert Nagler of San Francisco, who had invented an airship and was about to test it. He died in a saloon before testing it.

The Ogden (UT) Standard of December 13, 1896, reported that the Pittsburg Reduction Company was to make a shipment of \$41,000 worth of aluminum to the Pacific Aerial Navigation Company in San Francisco.

The Springfield (IL) Illinois State Register of December 20, 1896, reported that a Dr. Richert had developed a flying machine. It was 75 feet long, steam powered, made of hollow aluminum, and the wings were 200 feet long.

The Seattle (WA) Times of January 7, 1897, ran a dispatch from Pittsburg concerning a Charles D. De Forest who had built and tested a model airship. It resembled a large hawk and the body held the gas.

The Springfield (IL) Illinois State Journal of January 25 printed a dispatch from New York stating that A. P. A. Rosenstraw had constructed a flying machine. It was boat shaped, cut off straight at the aft, and the bottom was flat. It had 5 masts: 1 bow, 1 on each side, and 1 at each corner aft. Each mast had 12 wings being 12 feet long, 6 feet wide, silk material, and aluminum framed. The ship frame was bamboo, 52 feet long, 26 feet wide. When the power was applied, each mast revolved. It had an estimated speed of 60 mph.

The Omaha (NB) Bee of February 13, printed a dispatch from Chicago in which a Charles Andress claimed that Beck and Clawson had stolen his ideas for a flying machine.

An article appearing in the Larned (KS) Eagle Optic of February 19, described a flying machine designed by Leonard Clawson and Adam Beck. It consisted of 4 rods, parallel to each other and 20 feet long. It had two sets of wings and appeared to be manually powered.

The Larned (KS) Eagle Optic of February 19, printed an article taken from the New York World. It described a flying machine that was built of radium. The inventor said he ran an electrical current through it. When the current flowed one way, the ship rose and when the current was reversed, it lowered.

The Spring Grove (MN) Herald of March 25, printed an article from the National Recorder which described an airship of a Mr. Dunham, of South Des Moines, Ia. He has built a model which was 3 feet high, 3 feet wide, 6 feet long, weighed 25 pounds, and should lift 50 to 75 pounds. It was shaped like a racing scull, pointed at both ends. One large enough to carry 2 men would be 15 to 20 feet long.

The Wichita (KS) Beacon of March 26 ran an article dispatched from San Francisco on March 26. It stated that a Charles Stanley had secured a patent for an airship. It consisted of an aluminum cylinder with the upper 4/5 filled with gas and the lower 1/5 to be used to house the machinery and freight. It was to be 100 feet long, 40 feet diameter, weigh 6,000 pounds, and lift 2,000 pounds.

"Church Howe, the Nebraska politician, is being quoted as explaining the phenomenon. The story he is credited with telling is that an air ship has been invented by a man living at Chadron, NB., and that he makes nightly trips to Missouri, where he has relatives. Everybody, who knows Church Howe will know what to do with his story."

-From the Atchison (KS) Daily Globe of March 30

A large article in the Kansas City (MO) Times of April 3, concerned a G. D. Schultz who had been working on an airship for 30 years. A reporter went to Schultz's house during the April 1 sightings and found him not home. He was contacted the next day and said that his airship would not be ready for

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public demonstration for 40 days. He said that his engine weight was 11 pounds to the horsepower and he has made several test flights with it.

In the April 4 issue of the Kansas City (MO) Times an article concerned a story that the airship had passed through Kansas City on its way to Wichita. It was boxed up on a train. It was to be left with J. S. McManen and he was to use it in his circus. This was unverified since McMahon was killed on April 2. The ship was named the 'Great Auk'. One Mart McKim, a salesman for the Kansas City Tent and Awning Company, said he knew some about it. He said that he had been a professional aeronaut in New York, where he met Don Carlos. Two months ago, Carlos and J. B. Stover came to him in Kansas City saying they had their airship with them. They intended to go to Cuba and drop dynamite bombs on the Spanish. They asked McKim to join them but he declined. The ship was built by Stover and it carried an electric searchlight. He got his idea from watching a piece of paper falling, noting its zigzag course. He at once concluded that the shooting of the paper in one direction tended to form in front of it a slightly condensed cushion of air, which repelled the sheet, driving it toward the rarer atmosphere. Also, it was propelled by revolving fans, fore and aft, and raised and lowered by two thin fans, working horizontally upon the upper deck. Its engine used steam created by burning crude oil. It was 75 feet long and 25 feet wide.

"M. McGary of Memphis, Mo., who has been working on an airship for several years believes he has solved the problem of aerial navigation. He has combined an airship and water boat, and claims to have demonstrated that it is a success, both in the air and on the water."

-From the Edina (MO) Sentinel of April 8

The Paducah (KY) Sun of April 8, said that William Schumacker was building an airship at Metropolis, Ill., and that he was being backed by the New York World.

The Dallas (TX) Morning News of April 10 ran a dispatch from Paris, Tx., dated April 9, which said that a man named McKnight had been working on an airship and had been sailing around in it recently.

The Chicago (IL) Tribune of April 10, reported that Attorney Fax L. Harmer, Secretary of the Chicago Aeronautical Association, said that it was an airship which had left San Francisco three weeks ago and going to Washington, D. C. It is occupied by three people. He indicated that Octave Chanute had supplied some money for the building of it. The Tribune of April 11, said his name was Kasnar and reported that he said, "The present trip has been planned to arouse curiosity, but not to satisfy it until Washington, D. C., is reached. It is intended to demonstrate the feasibility of aerial navigation."

The Streator (IL) Free Press of April 10, said that a William Kirk had been working on an airship and had been away from home for several nights.

The Quincy (IL) Herald of April 12, ran a story in which a man in Hannibal, Mo., said he made a cylinder for the airship.

The St. Louis (MO) Star of April 12, ran a dispatch from Omaha, Neb., dated April 12 about a letter received by Secretary Wakefield, of the Nebraska Exposition. The letter was dated at Omaha and signed "A.C. Clinton."

"To the Exposition Directors: My identity up to date has been unknown, but I will come to the front now, i.e., if you guarantee me 970,000 square feet of space. I am the famous airship constructor, and will guarantee you positively of this fact in a week. The airship is my own invention, and I am an Omaha man. I wish it to be held as an Omaha invention. It will carry safely 20 people to a height of from 10,000 to 20,000 feet. I truly believe I have the greatest invention and discovery ever made. Will see you April 17, 1897, at the headquarters."

The name A. C. Clinton did not appear in the last city directory.

The Chicago (IL) Journal of April 12, printed an article which reported that Oscar Booth said the airship was built and operated by Charles Clinton, living near Dodge City, Ks., and it is on file at Washington. Booth claimed to be working on an airship that should be ready in May. His balloon is being made in New York.

The Chicago (IL) Inter Ocean of April 27, printed a long article concerning Clinton A. Case as the inventor. The description given was more like an airplane rather than a dirigible. It was essentially a car with very large wings attached. It was propelled by 2 screws in the front. The power was steam generated by naphtha. It had not yet flown.

The Chicago (IL) Tribune of April 26 printed a story concerning Case. Alva J. Grover, civil engineer at Omaha, knew Case and had seen the plans. Again, it was more of an airplane than a dirigible. In the Chicago (IL) Tribune of April 27, he said it would cost \$50,000 to build a full scale craft.

The St. Louis (MO) Globe Democrat of April 26, ran an article concerning the airship designed by Llynton A. Case. The information came from Alva. J. Grover, a civil engineer and friend of Case s. Case is a violin maker and presently lives in Kansas City. Case showed his design to Grover who felt that if built as designed, it would fly. The engine was its most remarkable feature. Case showed that " after the first 300 pounds of weight, every horsepower could be secured by each additional 3 pounds of engine." It was to use naphtha. The frame was of bamboo and was to have silk covered bamboo wings extending out and down 30 feet. There was a propeller at the rear and wheels on the bottom of the car.

The St. Louis (MO) Republic of April 26 printed basically the same but said it was Clinton A. Case.

The Omaha (NB) Bee of April 26, printed a letter to the editor which was dated April 24 and simply signed "S. G.". He claimed to have built the airship in Adair County, NB.. He had made several successful flights in it. On April 22, during a flight, the armature of the left dynamo burned out and repairs would be made. It would not be flown for several days. It was being stored in his "air castle."

The New York (NY) Sun of April 26, printed an article concerning an airship invented by Prof. Raffaete Paroselli. The balloon was rubber and filled with hydrogen. A reporter saw the model of it which worked. The car had 2 wheels, like those on steamboats, on the sides and these had blades like propellers. An engine causes these to turn, thus creating the forward or backward thrust.

In an interview appearing in the St. Louis (MO) Post Dispatch of April 13, one Prof. M. S. Koenig said: "I do not wish to give names, but a year ago I heard from several electricians that a workman in one of Edison's laboratories had discovered a process by which the laws of gravitation could be overcome. This man subsequently left Edison's employ and experimented for himself. Later, I heard of him as being in San Francisco, and it is said that he was working on an airship." "As I understand it, this man found that by passing a certain current through a plate of sheet iron, the attraction of gravitation was neutralized. Therefore, should this electrolyzed plate be suspended beneath any object, such object would float as if in ether."

The St. Louis (MO) Star of April 14, gave information concerning a Dr. Wm. P. Hill, who had been working on the airship problem for 6 months. The airship sighted on Monday and Tuesday (April 12 & 13) nights was first seen over his house. He plans to use a Delavan engine in his craft. His craft was framed in bamboo and was 7 or 8 feet long. It had 3 floors with cloth coverings. When finished it would be cigar shaped and have three pairs of wings, one above the other. Spring wound models of it had worked.

The Chicago (IL) Times-Herald of April 15, ran a story that the airship is in the possession of a man named Carr, residing in southern Illinois, and it belonged to the Ringling Brothers Circus. Carr was said to have got his idea from F. Meyer, of New York.



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The Peoria (IL) Journal of April 15, ran an article concerning John O. Preast, of Omaha, Neb., and his alleged airship. He was said to have spent 10 years on experimentation and model building.

The Hanover (IL) Journal of April 15, reported that Augustus Willson had built and was flying an airship.

The Detroit (MI) News of April 16, reported that the airship was built by a mechanic in Battle Creek and he had been sailing around for several nights. It was built like a huge bicycle with 5 wheels, 4 wings that flap up and down, and carried 2 green and 2 blue lights.

The Burlington (IA) Saturday Evening Post of April 17, printed an article concerning E. J. Pennington as the inventor of the airship and had an accompanying drawing to his craft.

The April 17 issue of the Muscatine (IA) Saturday Mail contained an account by a reporter who interviewed Frank Grinton, of Washington, Ia., concerning his airship invention. It was 50 feet long, 12 feet wide, cigar shaped, and can be used on water. There were 2 short masts on the deck and on top of these were 2 wheels like windmill wheels only placed horizontally. On the bow was a large propeller used to pull it along. It was made of aluminum and had a 20 hp gas engine weighing 10 lbs/hp, which drove a 15 Kw generator which charged a set of batteries. He said the batteries would last 150 hours without recharging and weighs 50 lbs/hp. It was equipped with a 5000 candlepower searchlight. The reporter said he took a short flight on it.

The St. Louis (MO) Post Dispatch of April 18, carried an article concerning Charles A. Kunzel, Jr., of Hoboken, NJ. He claimed to have solved the problem of aerial navigation (only on paper). It was an oval compartment balloon, 135 feet long and 20 feet wide. The car was bullet-proof aluminum. Its speed of lift could be increased by lifting screws and fans placed on top of the car. The car was "whale back shaped" and had a screw in the stern which could be used in the air or in the water. Six wheels could be attached to the bottom of the car for land use. The windows could be sealed instantly and it could become a submarine. It used gas engines and the fuel was made on the ship by a secret process involving coal oil and naphtha. He proposed to attach sails to the sides to be used to beat against the wind. He had been contacted by the Cubans and the Spanish, both wanting him to build an airship for them. He flatly refused the Spanish.

The Louisville (KY) Courier-Journal of April 19, printed a story about an airship inventor. In January of 1897, Harry Johnson was in a fishing party at Lake George, Florida. A stranger came into the camp and was hired as a helper around the camp. Later, he said his name was Harry Tibbs and that he was a civil engineer and electrician and was looking for work. He said he had built an airship and had flown from Cincinnati, O., to Erie, Pa. He wants to move it to Kentucky for further perfection and testing.

In a letter to the editor of the St. Louis (MO) Post Dispatch of April 22, T. R. Biggers of Chapin, Ill., claimed that he found a letter in a box with a bolt tied to it. The letter was signed "Nocturnal Voyagers" and it said the ship was called "The Pride of the Air." It said the airship was going 65 mph, which is slow for it. They have arrangements with 1 or 2 stations in each state and they get news and supplies there. The airship was backed by 5 Capitalist and took 11 years to build. "The person finding this and securing it's publication can consider it an order on us for \$500, to be paid 30 days from the date we become known to the world, and the printer publishing it can draw on us for \$1000." The letter was in the possession of the Chapin Record.

"We know the airship anchored near the Masonic Hall last week, the crew, Messrs. Cotley and Fogle, having stopped for repairs, the distinguished aeronauts having exhausted all the air in their capacious reservoirs, and finding a contrary current of wind blowing in this vicinity, were forced to continue their journey up Salt River by ordinary means of travel."

-From the Kirksville (MO) Journal of April 22

The Logansport (IN) Journal of April 22, ran a long article describing an airship built by Rev. J. S. Axtell of Portland, In. It consisted of 2 aeroplanes one above the other and acted like a kite. The planes are turned down around the edges and are movable. Propelling fans are located between and near the edges of the aeroplanes. The major problem was securing an engine light enough to propel it. He expected to reach 25 to 30 mph.

The Logansport (IN) Pharo of April 22 reported that Edward Ball and Henry Conrad were building an airship. It was to be 30 feet long and parts were being made at J. A. Aman's carriage works.

The Parkersburg (WV) Daily Sentinel of April 23, reported that Capt. Elijah Spencer was building an airship. It was 28 feet long, 7 feet wide, and 9 feet high. It was luxuriously furnished and should do 30 knots. Of course, its power source was a secret.

The Baltimore (MD) Sun of April 24, printed a dispatch from Frederick, Md., claiming that a Dr. Charles Zimmerman had been making tests of a flying machine for several days and apparently it flew.

The San Antonio (TX) Express of April 26, said the airship was built by Hiram Wilson, of New York, and C. J. Walsh, of San Francisco. It was built on an island off the coast of California and its parts came from different sections of the country.

The St. Louis (MO) Republic of April 27 ran an article concerning Pierre Bovie, of St. Louis county, who had built and flown an airship. It was basically a small balloon which attached to his back and a pair of 20 foot wings made of aluminum tubes and oiled silk. A hoop which the legs went into was used to control the turns. He said he had flown it several times near Denver, Co.

According to the Trenton (MO) Morning Tribune of April 28, O. G. Newton had a photo taken of his model airship. It weighed 10 ounces and could lift 2 1/2 pounds. He planned to send the photo to Washington.

The Nashville (TN) American of May 2, printed a dispatch from Brule, Wt., of April 24. It reported that residents believed the airship was built by Volney Stewart, a Scotsman, who had lived there for 5 years. John Jenkins and Harry Foster were said to be on the ship with him. They had built a large one story building in which they were constantly working. About 6 months ago, a man gained entrance into the building. He promised not to disclose the secret. He did reveal that they were working on an airship. It was 30 feet long, 10 feet diameter, tapered to a point, and a car suspended from it. The car was big enough to hold 6 people. It was believed that it was powered by a revolving screw.

The Wellsville (MO) Daily Union of May 7, printed an abstract of an article taken from the Cleveland (O) Leader. It reported that the airship was built and flown by a man near Savannah, O. This was followed by a report of it being seen but never any true connection between the two.

The Cincinnati (O) Commercial Tribune of May 9, ran an article which alluded to a man living near Newport as having invented an airship. It seems to be very ambiguous since the man is not interviewed (was said to be German and does not speak English), his invention was never seen (only parts of it being repaired, and rumors of it flying. The Zanesville (O) Sunday Times Reporter of May 9, alluded to an unknown inventor from Newport, Ky.

The St. Louis (MO) Post Dispatch of May 9, ran a lengthy article concerning a local Prof. R. G. Wells. He claimed that for \$5000 he could build an airship which would sail around the world in 25 days. He claimed that he built one for the French during the Franco-Prussian War but ran into political problems and it did not get completed.

The Republican of Bellefontaine, O., of May 14, printed an article taken from the Ironton Register which stated that a resident had successfully flown a model of an airship and was now working on a larger one.

The St. Louis (MO) Post Dispatch of May 16, ran another very long article about a J. E. Green, who designed and built an airship 30 years ago. It used steam power and he claimed it did fly. His present airship used electricity and has propellers at the ends of the balloon and the car has 4: 1 at each end and 2 amidship which can pivot to any angle. The motor was run by gas which was produced on the car by acid and zinc. The car could be converted into a boat by cutting the balloon loose. The ship would be 400 feet long and 40 feet diameter.

The Journal of Huntingdon, Pa., of May 20, reported that Abram Beaz, of Boneher, had built an airship was to make a public trial. It was powered by compressed air.

The following stories are absolutely absurd, but make for some interesting reading. They are of no real value, other than entertaining, to the airship story.

The Chicago (IL) Inter Ocean of April 18 printed a long, and very doubtful, story concerning an airship landing for repairs at Criss Cross Junction, Iowa. The Inter Ocean sent a reporter, an artist, and a mechanic immediately. They found the airship under the command of Prof. Caldwell. He said he had sailed over 2,000 miles and could go 100 mph, in theory. The story was picked up the Eastern and European papers. It was reported to have upset the stock market; railway stocks fell and steamers were left unfinished. He built his first ship in Chicago and it was taken by the government to transport mail between Chicago and New York. It made the trip in 10 hours. It caused the creation of many new corporations. No date was given for this but it said on the first anniversary, Chicago had a ceremony which included several hundred airships from all over and the first ship was placed under glass and on display at the Lake Shore. During this year, many were built and were flying all over. There were a few collisions, but none of serious consequence. Once one was chasing a smuggler over Canada. The revenue cutter fired and the smuggler fell 5 miles into Canada.

The Leavenworth (KS) Times of April 16, ran an article dispatched from New Haven, CT., on April 15. The probable fictitious account concerns a farmer near Woodbridge, CT., who devised a supposed flying machine. It consisted of a wagon body, electrical storage system and canvas made like a parachute. He planned to use an electric motor, but decided to go with compressed air since "it came in cans...and when once he got going the whole outdoors could be utilized in furnishing motive power. Air could be compressed in the cans while in motion..." He placed windmill arms outside the wagon body. He then had it placed on the barn roof. He loaded it with weapons and dynamite and was going "to the aid of Cuba." When it was pushed off the barn, it crashed.

The following comments are just a few of the many which supported the theory that the airship was an actual invention.

In an interview appearing in the St. Louis (MO) Post Dispatch of April 10, Prof. Henry S. Pritchett, of Washington University, answered a reporter's question of "Can it be possible that it is an airship?" He answered, "Why, of course, it can. This is an age of wonderful inventions. Suppose a man had solved the great problem of the century-aerial navigation-what more probable than that he would float around over cities in just such a manner."

"It is generally believed that the ship is the same one which created such a sensation in California a few months ago, and that the men who are experimenting with it have brought it to this part of the country to bring it to perfection, the furor that it stirred up on the coast having made secret experimentation there out of the question."

-From the Kansas City (MO) Journal of March 28

In an editorial appearing in the Springfield (MO) Republican of April 13, the following was stated: "There are several mysterious and unaccountable facts concerning the alleged airship. If such a machine has been invented the question naturally arises why has the inventor kept his discovery a profound secret? Why has he been soaring around over the country in this mysterious manner without first having made known to the world his wonderful achievement? If it is really a genuine airship the reasons for the mysterious movements of the inventor can only be conjectured. Possibly he wanted to demonstrate to the people that he had the real thing before he cared to have them criticize it. Possibly he was not aware that it would work to perfection and did not care to be laughed at by the world and therefore decided to give it a trial trip. He may have gotten his machine wound up to flying and is unable to stop it and will have to wait until it runs down..." Later in the article, "Certainly there is nothing impossible about the airship and within the next few years, in all probability, we will look upon them with as little curiosity as we do the electric car or the horseless carriage."

In an article from the Marshall (MO) Saline Citizen of April 21, while describing a sighting there, the following was stated, "That there will be aerial machines darting through the sky in the near future by the force of electricity seems to be a foregone conclusion. Many electricians believe that the problem of aerial navigation has been practically solved, and that the inventors are riding around in the atmosphere testing their machine these April nights."

"Some are sincere in the belief that a genuine airship has been invented, and its owner first desires to make a practical demonstration of invention before applying for a patent..."  
-From the Ames (IA) Times of April 15

"...it must be remembered that this is an age of surprises and wonderful inventions and it may be that some scientist has solved the problem of aerial navigation."  
-From the Salem (O) Daily Herald of April 18

As is usual, there are always doubting Thomases. There were not as many disbelievers of the airship theory as there were believers. The following comments were the best of this group.

An editorial in the Oshkosh (WI) Northwestern of April 10, the following statement was made: "Moreover if anyone has invented a successful airship he would not be foolhardy enough to be travelling around in the nighttime on experimental trips, when aerial navigation is so much in its infancy as to make daylight experiments sufficiently hazardous. And yet, to say the least, it seems passing strange that so much excitement has been created over this strange case, and stranger yet that so many reputable and credible witnesses testify that they distinctly saw this aerial flyer. It is enough to make one ask whether some epidemic of hallucination is not sweeping over the northwest, a sort of optical grippe, as it were."

In an interview appearing in the Omaha (NE) World Herald of April 8, Father Riggs, astronomy professor at Creighton College, said: "It does not seem probable that when such men as Maxim and others, who have been working on the theory of aerial navigation for years that so far have failed to solve the riddle, what some fellow in the back woods has been able to solve the matter and build an air ship that will navigate space without somebody detecting him at his work."

From the above it is apparent that with so many alleged inventors around, aerial navigation should have been solved. Unfortunately, none of the above inventors appear in the known history of flight. It seems that none of them were successful and made it to Washington. If the airship wave was the result of an earthly inventor, why did he never turn up? This is a major drawback to this theory.

The following listing is a brief known and confirmed history of flight, both before and after the airship wave.

June 5, 1783-France-Montgolfier brothers sent up first hot air balloon, 35 feet diameter, 23,000 cubic feet capacity

October 17, 1783-France-Pilatre de Rozier became first man to go up in hot air balloon

December 1, 1783-France-Jacque Charles and helper made first manned flight in hydrogen balloon, 27 feet diameter, tapered to a point at each end, car was boat shaped, made two hour flight

July 15, 1784-France-Robert brothers and the Duc de Chartres made first dirigible ascent, used silk oars

1804-Genova-S. J. Pauly constructed a fish shaped balloon propelled by silk oars

August 4, 1807-France-Audie Garnerin made the first night ascent in balloon

1815-England-S. J. Pauly and Durs Egg built fish shaped balloon, 85 feet long, 32 feet high, 15 foot long rudder, was never completed

1816-England-Sir George Cayley designed an airship, 300 feet long, 45 feet diameter, 90 feet wide, 2 elongated balloons linked side by side, crew of steam propulsion, he expanded the design to 432 feet long and 11,888 square yards of cloth

7, 15 mph

1820-New York-Rufus Porter applied for a patent for airship, long finely tapered gas bag, similar passenger car beneath, large screw between the 2 operated by steam engines, in 1847 he demonstrated a 6 foot long spring operated model, later he demonstrated a 22 foot long, 4 foot wide model with real steam engine, in 1852 he formed the Aerial Navigation Company to raise money to build a full scale craft, 160 feet long, 16 feet diameter gas bag and passenger car 60 foot long and 8 foot wide hanging 16 feet below the balloon, it was destroyed in a storm

August 17, 1834-France-Comte de Lennox built airship, 160

feet long, 40 feet wide, 50 feet high, made of rubber coated cotton, powered by 8 manually operated flappers, crashed while being inflated

1848-USA-Dr. Huger Bell received patent for airship, in 1850 he built and flew a 50 foot long dirigible, 15,000 cubic feet of coal gas, lift of 500 pounds, manually operated, it drifted 30 miles in 1 1/2 hours

September 24, 1852-France-Henri Giffard flew first powered airship, 144 feet long, 40 feet diameter, tapered to a point at both ends, gondola 40 feet below the balloon, flew 17 miles at 5-6 mph, not maneuverable in even a slight breeze 88,000 cubic feet capacity, engine weight of 250 pounds, boiler 100 pounds, gave 116 pounds per horsepower ratio

June 1863-New York-Dr. Solomon Andrews flew airship made of three cigar shaped balloons side by side, no power source, essentially flew like a glider, moved against the wind and flew in circles, abandoned in June 1866, cost \$10,000

February 2, 1872-France-Duprey de Lome made flight of semi-rigid airship, hand cranked propeller, 5 mph, 8 men cranked 1 tractor airscrew, 108 feet long, 47 feet diameter, defied light wind, cost over 40,000 francs

December 13, 1872-Austria-Paul Hsenlein built airship that flew a tethered flight at 9 mph, 4 cylinder Lenoir engine, 4 bladed propeller, 164 feet long, 30 feet diameter, 85,000 cubic feet capacity

October 8, 1883-France-Tissander brothers built and flew an electrically powered airship, 50 meters long, 1,800 cubic meter capacity, 7.5 Siemens electric motor, 24 batteries weighing 1/4 ton 14.5 mph, maneuvered in moderate breeze

August 9, 1884-France-Charles Renard and Arthur Kets flew airship 170 feet long, 8.5 Gramme electric motor, 14.5 mph, made 3 circular flights, 60,000 cubic feet capacity, 95 pounds to one horsepower ratio, batteries weighed 704 pounds and lasted 23 minutes

August 12, 1884-Germany-Gottlieb Daimler and Karl Wolfert flew airship powered by 2 hp single cylinder Daimler engine, hydrogen filled balloon

- December 1853-New York-James Allen flew airship made of varnished silk, 60 feet long, 42 feet at middle, car suspended beneath bag, propeller below car, 3 screw propellers, rudder forward, wings extended from boat, capacity of 18,000 cubic feet, maneuvered in slight breeze
- April 20, 1897-South Dakota-Henry Heintz received patent for airship which flew in 1900
- June 12, 1897-Germany-Karl Wolfert and mechanic killed in explosion of 100 foot long airship, powered by 2 cylinder 6 hp Daimler engine, had a 7 foot aluminum propeller
- November 3, 1897-Austria-David Schwartz tested airship, cylindrical, 46 feet deep, 39 feet wide, 156 feet long, conical nose, concaved stern, 130,000 cubic feet capacity, tubular aluminum frame covered with .008 inch thick aluminum sheets, Daimler engine drove 2 tractor and 1 pusher propeller at 480 rpm, crashed
- September 18, 1898-France-Albert Santo-Dumont built and flew his Airship #1, 3.5 hp de Dion gas motorcycle engine, 82 1/2 feet long, 11 1/2 feet diameter, 6354 cubic feet capacity, 2 bladed propeller at 1100 rpm, engine weight of 66 pounds, hydrogen cost 1 franc per cubic foot
- November 3, 1899-France-Santos Dumont #3 circled the Eiffel Tower, 60 feet long, 25 feet thick, used 17,650 cubic feet of coal gas, pole keel for rigidity, flex 15 mph
- July 1, 1900-Germany-Count Zeppelin LZ1 flew at 8.5 mph for 13 minutes, 420 feet long, 38 1/2 feet diameter, powered by two 14.2 hp Daimler 4 cylinder engines, engines weighed 850 pounds
- October 1900-Germany-Zeppelin LZ1 flew 17 mph, 416 feet long 38 feet diameter, pointed ends, two 15 hp Daimler benzine engines
- October 19, 1901-France-Santo Dumont won the Deutsch Prize of 100,000 francs by flying airship from the Aero Club Paris d' Aerostation to the Eiffel Tower, circled it, and returned in 30 minutes
- September 22, 1902-England-First powered flight of 30 miles in Spence's airship
- November 1903-France-the first practical airship Lebaudy

flew

Fall 1902-New York-Leo Stevens flew tethered flight in airship named Pegasus, 94 feet long, 7.5 hp engine, 400,000 cubic foot capacity of hydrogen

October 19, 1903-San Francisco, California-Dr. August Greth flew airship California Eagle for 40 minutes before engine failed and went into Bay, used Brennan automobile engine

November 1903-France-Lebaudy flew 38 miles in 1 hour and 41 minutes, first fully controlled flight

August 4, 1904-Oakland, California-Thomas Baldwin flew the California Arrow, 54 feet long, 17 feet wide, first airship to take off and return to starting point under its own power, used 7 hp Curtiss motorcycle engine

December 26, 1904-Los Angeles, California-Roy Knabenshire set distance record of 15 miles with and against wind in California Arrow

January 17, 1906-Germany-LZ 2 flew 20 miles at 25 mph, Daimler 85 hp engine

October 9, 1906-Germany-LZ 3 flew 60 miles in 2 hours

July 4, 1908-Germany-LZ 4 flew 235 miles at 32 mph

August 18, 1909-USA-US Government Airship #1 flew 15 mph for 2 hours, 20,000 cubic feet of hydrogen, used 4 cylinder 30 hp Curtiss engine

December 17, 1908-Los Angeles, California-first night flight by a dirigible

May 26, 1909-LZ 5 flew 600 miles in 38 hours

From the above, it is obvious that a true airship was not responsible for the airship wave. The reports from 1896/1897 had the airship doing things that were not actually accomplished until the early 1900's. All aeronautical historians agree that there were no flying machines in the United States during 1896/1897. In an article appearing in UFO Report, Vol. 2, #4, Summer 1975, Jerry Clerk and Lou Farish, quoted Charles H. Gibbs-Smith as saying: "Speaking as an aeronautical historian who specializes in the periods before 1910, I can say with certainty that the only airborne vehicles, carrying passengers, which could possibly have been seen anywhere in North America in 1897 were free flying spherical balloons, and it is highly unlikely for these to be mistaken for anything else. No form of dirigible or heavier-than-air flying machine was flying-or indeed could fly-at this time in America."

Taking all of this data in consideration with the published accounts of the airship, I feel that this theory is completely invalid.



After studying all the data presented in this volume, I feel that the airship wave was a combination of several of the above theories. From my readings in aviation history and applying this to the airship, there is no possible way that it was the result of an earthly flying machine. Given that the craft was described as it appeared, it does not fit as a conceivable interplanetary craft. It could not have been from another planet.

I have also considered the possibility that the airship was mythology in the making. However, the fact that it did not continue to appear in the minds and writings of the airship generation, this thought did not gather much momentum. That is, the stories and reports were not passed from generation to generation as mythology has done in the past.

It is my opinion that the whole thing originated as a hoax started by trolley carmen in California. Once the press took interest in the sensation aspect of the hoax, readers began to look up in search of the airship. Most of them saw Venus or some other astronomical body. Several practical jokers compounded the newspaper/trolley hoax with their balloon and kite hoaxes and fake reports. Of course, the wire services jumped on, unknowing of the hoax, and spread it around the country. I feel that the Collins-Hart-Benjamin affair started the demise of the hoax in California, and people began to see it for what it really was and it disappeared.

As has been shown in the section on newspaper hoaxes, the report from Ellinwood, Kansas, which first stirred interest in the airship during 1897, has been shown to be a hoax. Again, people began to look up; and Venus was there, as was Sirius, Arcturus, and the other bright stars. Suddenly, it was seen at Omaha, Kansas City, and Everest, Kansas. These three reports actually began the April wave. Since these 4, which were the foundation for the wave, have now been shown to be hoaxes, the airship wave has no foundation.

From here, railroad agents and telegraph operators took over. It should be noted that many of the reports from late March and early April, were from these people. It is of extreme importance to note that a series of sightings in Iowa and another series in North Dakota followed the local railroad lines. By this time, the newspapermen began to see the chance to write a "scoop" on the new sensation, and they began creating reports. Practical jokers with their lies, fire balloons, and kites, aided the newspapermen by perpetuating the airship. Again, people began to look up and began to see the stars and Venus in new light and they became airships. As Venus began to set earlier and slowly became a morning star, the number of airship reports began to decrease at a great rate. The practical jokers and newspapers were able to maintain a small amount of interest in the airship and were able to carry it on into May. As is usual with hoaxes of this nature, it was destined not to survive much longer.

It is very probable that a few (less than 2%) of the reports represented true UFO reports. The only other option would be that it was some object orbiting the earth. This or some astronomical body/hoax would be the only thing that could account for so many reports at the same time, yet so far apart.

In spite of the fact that I am a stout, firm believer in the existence of the UFO phenomenon, I no longer feel that the airship wave is viable as evidence of UFO sightings in the past.

APPENDIX A

FORTEAN EVENTS.

Most UFO researchers, including myself, have a more than passing interest in all Fortean events. With my excursion through the 1896 and 1897 newspapers, I kept an eye open for any Fortean event that I might come across. The following contains the events which were found during the research. Some of them may be new finds and some may not, I do not know which are or are not, since I do not make a thorough study of this facet of the paranormal. It is my hope that they are of value to others.

STRANGE ANIMALS.

A PANTHER

Attacks Farmers Who Venture Out

After Night--Hunting Parties After  
The Beast

Special Dispatch to the Enquirer.

Carrollton, Ohio, May 4.-The residents of the peaceful valley of Perry Township, south of this city, are terrorized over the appearance of a large panther which had been killing sheep, hogs and cattle and frightening the people until they have adopted the good old pioneer style of wearing arms and a frightened look. Arms of all descriptions from the heirloom musket to corn cutters are carried by the badly frightened residents.....

At Lamartine, Emanuel Hendrick, Jr., a young farmer of that section, was returning home from that town, and while passing through a small wood he was confronted by what he thought was a dog which uttered a piercing screech and made a leap for the now thoroughly terrorized young man, who defended himself with the whip and a large knife. Numerous applications of the whip kept the panther at bay after several unsuccessful attempts to leap into the carriage. Whipping the frenzied horses into a mad run he was pursued over three miles before the panther was outdistanced.

Heavily armed hunting parties are scouring that part of the country in search of this animal, which has so terrorized the good farmers who have neglected their spring labors.

-From the Sentinel of Cadiz, O., May 9, 1895

The Hodag Photo.

In the window of Gilham & Rick's Third street meat market is a photograph of the celebrated hodag, captured at Rhinelander some time ago. The animal is as frightful as a nightmare, it's immense head being armed with horns and an immense mouth filled with teeth. Along the spinal column, at intervals of a few inches, are sharp horns. The heavy tail ends in a hooked horn or claw, the feet being armed with similar appendages. The photograph shows the animal standing on a log in the woods, and on the ground near by is the body of an unconscious boy, whom the animal is about to devour. Grouped around in the back ground are a number of Rhinelander's citizens armed with guns, axes, and pitchforks. As a work of art, the picture exhibits the vivid qualities of Mr. Sheperd's imagination, and is pretty good evidence as to the strength of Rhinelander whisky.

-From the Semi-Weekly Record of Wausau, Wi., April 13, 1897

While walking up Prairie avenue at 10:30 Tuesday evening Henry McKenna was attacked by two strange looking animals about the size of dogs. He had just reached Thomas Bond's when he was startled by a rustling very near him. He had scarcely time to turn around when one of the animals darted out from the shadow and flew at him. As he had no arms of any kind and was unacquainted with the character of the animal that was after him, Mr. McKenna was for some time quite at a loss. He soon recovered himself, however, and after a little struggle succeeded in freeing himself from the mysterious assailant. It was not, however, until the animal had taken an ugly bite out of his leg

just above the knee. Mr. McKenna went to the doctor's at once and had the wound dressed. It is still a perplexing question to him, what it could have been that attacked him.

-From the News of Kenosha, Wi., April 14, 1897

That terrible animal that made it's appearance near Pine Lake and Edwardsburg last year came again the latter part of the week. The men spearing on Pine Lake made for the shore rapidly and three guns were fired in the direction of the terrible noise. It probably saved the lives of many bass.

-From the Weekly Mirror of Niles, Mi., April 14, 1897

An unknown animal is said to have made it's appearance near Pine Lake, carrying away several sheep and in several instances killing cattle. The animal is said to resemble a panther, and several hunting parties are after it.

-From the News of Saginaw, Mi., April 17, 1897

People living near Bird Lake have been mystified and horrified by the peculiar howls and unearthly groans, apparently proceeding from the water. The Indians have long cherished a legend that a village was blown into the lake by the Manitou wind, or "wrath of the Great Spirit."

-From the Herald of Grand Traverse, Mi., April 22, 1897

IS IT A MULE OR GOAT  
A Strange Sort of an Ani-  
mal Found Down in  
Springfield.

Jim Smith, of the Springfield fire department, is now a firm believer in the airship, and he has on exhibition at the fire department today an animal which he says proves conclusively that the airship has visited Springfield. Some time during last night the thing was found on the city lot in the rear of the fire barn, and the members of the department are sure that the airship swooped down there and left the beast in order to lighten the load. Hundreds of people have visited the department today to see the strange visitor, and all are agreed that it is not a native of this planet. Jim Smith has no doubt that it came down from Mars. The animal more nearly resembles a mule than anything else, though all who have seen it agree that it isn't a mule. It is 2 1/2 feet high with legs scarcely larger than a man's finger and very long and crooked. There is a wavy brown hair on the visitor's back nearly a foot long, very much like that of an angora goat. His ears are the most prominent part about him and in this he seems to be related to the mule, but under his chin are long whiskers like those usually worn by the billy goat. His feet are a sight to behold, and nothing like them were ever seen before. They are much like those of the mule, except twice as long and much smaller, tapering to a very sharp point in front, as though designed for mountain climbing. His eyes were evidently not made for the earth, for he cannot see in the daytime, and blinks as though the sunlight gave him great pain. The boys at the fire department have been unable to find anything he would eat as yet, and he turns up his nose at hay, oats, corn and bran as though supremely disgusted. It is evident, however, that he is not a wild beast, for he enjoys being fondled by human hands. His long and shaggy hair leads to the belief that he came from a very cold climate. The boys at the fire department will give a liberal reward for the animal's pedigree. Public opinion is divided as to whether he is a member of the mule family or belongs to the goat species.-Leader-Democrat.

-From the Globe of Joplin, Mo., April 24, 1897

Farmers in the vicinity of Wolf Creek are considerably excited by the existence in the woods of that locality of what is thought to be a wild cat. The animal has been seen several times and an attempt made to kill it. It is a ferocious looking animal, and dashes about in an alarming manner, and when come upon suddenly, sounds terrible cries and rapidly disappears. A diligent hunt is being made. It may soon be killed.-Kenton Democrat.

-From the News of Bluffton, O., May 6, 1897



WILD ANIMAL  
Prowling About Chillicothe Routs  
Dogs and Scares Many People

Special Dispatch to the Enquirer.

Chillicothe, Ohio, May 7.-The west end of this city is greatly alarmed over the presence of some sort of wild animal which makes his home in the thickets along the Scioto, and which has been seen prowling around the edges of town. A number of employees at the driving park have seen it, and describe it as being about four feet long, low, large head, short legs and big feet and light brown or yellowish in color.

Dogs sent after the animal come back bleeding and torn, and will not follow it again. The horses at the park snorted in terror and sweated with fear at night. Small animals have been killed and some people are afraid to go out at night.

-From the Enquirer of Cincinnati, O., May 9, 1897

STRANGE ANIMAL  
Farmers in Hocking County Annoyed by  
a Wildcat or Panther

Logan, O., May 25.-The farmers in the southern part of this county are excited over the appearance of a strange animal. Numerous sheep and lambs have disappeared. Several pioneers who have heard the cry of the beast at night say it is a panther, while others say the cries resemble those of a wildcat.

-From the Times-Democrat of Akron, O., May 26, 1897

ANIMALS

A Wild Man.

We have just been informed by Captain Price, the soap man from Arkansas, that a wild man was seen in the Huana bottom about eight or ten miles below here. The Captain stated that the party who had seen the wild man was almost frightened to death, that he was a ferocious looking human, with very long hair covering his entire body, with huge claws for finger nails and terrible in general aspect. He is supposed to be the same wild man that formerly depredated through the Sabine river bottom, eating hogs, roots, etc.-Nachadoches Star News.

-From the Panola Watchman of Carthage, Tx., March 12, 1897

A trapper who has been hunting and trapping on the Malheur river south of the agency valley this winter, reports to the Vale Advocate one of these prodigies of nature known as a wild man. The Advocate says the biped is of giant stature, being at least seven feet high, having long and massive arms that reach to it's knees, while the whole body is covered with curly, glossy hair.

-From the Bee of Chehalis, Wa., April 9, 1897

LAGRO NEWS

The people in this vicinity have been thrown into a state of great excitement over the appearance of a strange beast which has been roaming over the country in the locality of "Possum Holler," but which seems to have it's headquarters in the neighborhood of Hopewell. The animal, when moving from place to place, assumes an upright posture like that of a man, and when it's ire is provoked it presents a horrifying aspect. It is sufficiently hideous in it's appearance to frighten the faithful old bull dog belonging to Bill Davis to such an extent that the usually serene countenance of the grand old dog became very white and he manifested feelings of great horror. The tears gently pushed themselves out in the eyes of the trusty old canine and quietly rolled down his rosy cheeks and fell

from his dimpled chin, striking the earth with a sickening thud. The animal will weigh about 150 pounds, has two eyes, four legs, two ears, one body and one tail spliced onto it's posterior anatomy. The beast is the subject of much comment and it is thought that more will be heard of it soon. P. S.

- The animal is red-headed.

-From the Times of Wabash, In., April 16, 1897

Our Abner correspondent reports a sensation this week. He alleges that a wild woman is roaming the woods in the vicinity of Abner and Red Oak, and further avers that several reputable citizens claim to have seen her. We do not presume that our esteemed Abner correspondent would endeavor to consume the valuable space of the Times-Star by giving vent to idle vagaries of his own, therefore we give some degree of credence to his story. We suggest that a searching party be organized with a view to capture and reclaim the wild woman to civilization.

-From the Times-Star of Terrell, Tx., April 23, 1897

#### A Wild Man.

A great deal of excitement has been occasioned at Rome, Adams Co., in the past week by the report that a wild man has been roaming about in the woods near there. Searching parties have been out after him but have so far failed to catch him. One man who claims to have seen him says the wild man is very tall and almost naked and can run like a deer.

-From the Blade of Portsmouth, O., April 28, 1897

Farmers residing in the vicinity of Stout's run, near Buena Vista, are terrorized over the apparition of a wild man, who has been seen for nearly a week in the woods in that vicinity. A young son of Peter Tracey was caught by the creature some distance from home and severely beaten. Thirty armed men started out to hunt the wild man, but have not returned.

-From the Beacon and Republican of Akron, O., April 28, 1897

#### A STRANGE ANIMAL

Residents Near Sailor Aroused by It's Reported Appearance.

SEEN AND DESCRIBED BY THREE MEN.

One of Them Shot at it and Thinks He Hit it--Then the Revolver Failed to Act--Citizens May Form a Searching Party

The residents in the neighborhood of Sailor, a halet about seven miles northeast of this city, are aroused over the reappearance of a strange animal in the woods belonging to M. Rines. Reports on the appearance of the creature have more than once for the past two or three years come from that locality but heretofore those who reported having seen it were aereely laughed at.

Ed. Swinehart and Adam Gardner both profess to have seen it last Saturday evening. The previous evening it was seen by Miles Chamberlain. Probably the best description yet secured is that given by Chamberlain.

He said that the beast walked on it's hind feet and had every appearance of a man save that the body was covered with hair instead of clothing. When on it's legs it stood nearly as tall as average sized man, but when making it's retreat from Mr. Chamberlain dropped onto it's hands or front feet and disappeared at great speed in bounds something after the fashion of a rabbit.

When Chamberlain first came upon the mysterious animal it was sitting at the trunk of a tree near the edge of the woods. He approached within probably fifty feet of it before it jumped and started for the thick portion of the forest. The animal ran rapidly on it's hind feet for several rods before it dropped on it's hands.

On the following evening the beast was seen by Messrs. Swinehart and Gardner and the description given by them tallies in part with that given by Mr. Chamberlain. Gardner had a revolver with him at the time and claims that he shot the animal.

The wound did not take sufficient effect, however, to prevent the escape of the creature. Gardner attempted a second time to discharge his revolver but the weapon refused to act.

It is said that arrangements are being made to form a searching party to hunt for the mysterious animal.

-From the Weekly Truth of Elkhart, In., April 29, 1897

#### WILD MAN SEEN AGAIN.

He Wears Nothing But Hair, Which is Long and Curly.

The wild man who created so much terror among the inhabitants near Rome, O., several weeks ago by his strange actions has again been seen. Charles Lukins and Bob Forner, while cutting timber a few miles from Rome, claim they encountered a wild man (on May 26) and after a severe struggle say they were able to drive the gorilla-like object into his supposed retreat among the cliffs.

They describe the terror as being about six feet tall and his only covering, apparently, a mat of long, curly hair. From their description of the supposed wild man he is undoubtedly the same seen a number of times several weeks ago.

Women and children are now more thoroughly frightened than ever and are afraid to venture from their homes lest they meet the wild creature. A posse of determined men will scour the country now until the terror is located and captured or killed.

-From the Plain Dealer of Cleveland, O., May 27, 1897

#### SEA SERPENTS

##### ANOTHER SEA SERPENT.

It Was Sighted Off Borneo and Was a Wonder.

Capt. Peabody, of the big Portland packet Tam o' Shanter, brings to port the latest tale of the sea serpent, which was sighted off Borneo, and, according to the estimate of that officer, was about 190 feet long. It appeared in the midst of a field of snakes covering an extent of about 50 miles, through which the packet made it's way like the ship of the ancient mariner amid the serpents of the silent, mysterious sea of which the poet's description is not more lurid than that which Capt. Peabody applies to the waters off Borneo. The rest of the snakes were of varying magnitude, but none of them came near the dimensions of the greater one, which outran all precedent, making the biggest of those described by Bishop Pontopiddian seem small in comparison. It's diameter in the middle was apparently about ten feet, tapering off towards both ends, the head being of the size of a New Orleans molasses hogshead and the tail flattened into an instrument of propulsion, giving it any rate of speed which occasion required. It was covered with large thick scales and it's color above the water line was a mixture of yellow and green, blending underneath in a tint resembling that of the Long Island squash.

It happened along just in time to witness a conflict between a gigantic shark and an equally colossal alligator, which it brought to a conclusion by seizing the former and biting it entirely in two, swallowing the section which contained the vanquished alligator and closing a competitive dietary incident which would have attracted attention anywhere. No such thrilling tale of this marvelous ophidian has been rehearsed within memory and the original Tam o' Shanter, whose name the discovering vessel bears, could not in his most rapt visionary mood have seen a bigger or more voracious one. Explorers of serpent lore ought to take ship for Borneo without delay if they think that the captain has been telling a straight story. It is an exciting one, at any rate, and the habitual ocean snake which appears in our water is a mere worm in comparison.-New York Tribune.

-From the Free Press of Elko, Nv., December 19, 1896

#### THE SEA SERPENT ARRIVES.

The sea serpent has arrived earlier than usual this spring. He arrived just after sunrise yesterday morning. Captain Adolphus McNeil, keeper of the Bridgeport lighthouse, rowed ashore at ten o'clock and told the news. The lighthouse is situated two miles off Seaside Park directly at the mouth of the harbor. Captain McNeil lives in the lighthouse.

The sun rose at 6:15 and Keeper McNeil put out the light at that hour. He looked through his "long eye" up and down the sound, to see if, perchance, a storm of any kind was brewing. Off toward Long Island, he espied a black speck. It was disturbing the water. McNeil glued his eye to his telescope and watched. This is what he said he saw:

"I couldn't make out what it was. It looked like a porpoise, but then it was fourteen miles off, and no porpoise could make such a fuss and be seen that distance. The speck got bigger and bigger. I could see foam, spray and steam squirting all around. I thought perhaps it was one of these submarine torpedo boats out on an experimental trip from Port Jefferson, opposite us, on Long Island, but the thing came along about eighteen knots an hour, and when off Lordship Farm Point, I could see it was the sea serpent.

"The head was about eight feet out of the water. It was about the color of a new bronze and it had long great whiskers on the back of the head and along down the neck was a row of arrow-shaped fins. These were black.

"When the serpent got nearer my light-house, I could see it better. Every few seconds it ducked its head and swam for a few hundred feet under water. Then it would raise its head and look all around.

"The eyes were terrible. They had a fishy stare and emitted phosphorescent flashes. The body was as big around as a locomotive boiler, and must have been over 100 feet long. Every little way along the body there were black rings around, and in the middle were a couple of revolving fins that looked like twin screws.

"The serpent made a great splashing, but what surprised me most was that it passed the lighthouse and started up the harbor. By this time it was 6:40 o'clock. When I saw that sea serpent heading for Bridgeport, I was scared. I remembered that every pleasant morning Walter Nichols rowed across the harbor from Seaside Park to Pleasure Beach.

"I turned by glass landward, and, sure enough, there was Walter paddling across the harbor in his little skiff. He had not seen the sea serpent, which was bearing down on him, and which was between me and him. Suddenly I thought to warn Walter, so I tolled the lighthouse fog bell.

"The serpent raised his big head nearly twenty feet out of the water and looked back. Just then it was 6:45 o'clock, and every factory whistle in Bridgeport was set off. The big steam gongs, the high and low pitched whistles, the sirens, and all the rest, made an unearthly din. It always wakes up everybody. The frightful racket scared the serpent. He ducked his head, turned tail and swam off toward Stratford. Walter Nichols saw it. He stood up in his skiff and waved his hat.

"If you don't believe me just ask Walter. The last I saw of the serpent he was heading for New Haven and was making fast time. Them steam whistles saved Walter Nichols' life."—Bridgeport Cor. Chicago Inter Ocean.

—From the Gazette and Virginia Advertiser of Alexandria, Va., April 7, 1897

#### SEA SERPENTS How They Distort Themselves in the Great Maelstrom.

Alexander Lewis, an old seafaring man, says that sea serpents similar to those being exhibited in Tacoma are very plentiful in north and south polar waters. He tells a very interesting story. In 1852 he was a seaman on the American bark Oregon, Captain Shields, sailing from Antwerp, Belgium, to the Arctic Sea after seals. They passed North Cape, the northern extremity of Norway, 150 miles east of which is the great maelstrom, the whirling influence of which is felt and seen at sea a distance of 100 miles from the centre. Though the government of Norway has made careful experiments, it has been found dangerous for vessels to approach nearer than fifty miles of the center. On the extreme outer edges of the maelstrom, Captain Lewis says, the crew of the Oregon saw numerous sea serpents identical with those on exhibition and ranging from ten to twenty-five feet in length. They would bob out of

the water now and then alongside of the ship, a pair of them being frequently seen together. Occasionally some of the sailors put off in a small boat and endeavored to harpoon one, but they never succeeded. The serpents were too quick in their movements, and had such a ferocious look that the sailors did not care to get too close to them.

Mr. Lewis says that two or three years later, when the Oregon was about one hundred miles out of the Cattegat, between Denmark and Sweden, and entering the North Sea, the entire crew beheld an astonishing sight. It was a sea serpent about three hundred feet long, black in color, and with big, round eyes that seemed the size of a washtub, Lewis declares. Around each of his eyes were three great rings. It had a dorsal fin extending the entire length of the vertebrae, and a sharp tail. Lewis thinks this was the greatest sea serpent ever beheld by man. When descried it had its head fifteen feet out of the water, and was sunning itself. The ship put about and made straight for him. When within about a quarter of a mile, the serpent went under. Lewis thinks the serpent was twenty feet through at its neck. He says the story sounds so improbable that he has seldom told it, but that Captain Shields, whose home port was Rockland, Me., as well as the other sailors, will vouch for its truth if alive. -Tacoma Ledger.

-From the Bulletin of Linneus, Mo., April 14, 1897

SEA SERPENT!  
Lake Minnewaska's Famous  
Monster is Said to have Been  
Killed for a Surety.  
A Starbuck Man Named Jones  
Puts the Fatal Bullet  
Through it's Head.  
It's Immense Body now Sup-  
posed to be Lying Dead  
at Rocky Point.

The city papers have a good deal to say about airships these days but their stories bear no comparison to the tale of Section Foreman Jones, of Starbuck, though, one would not suppose that any employee of the Northern Pacific road would have had time to concoct large size fish stories the past few weeks.

Everybody who has lived long in the vicinity of Lake Minnewaska has heard of the wonderful sea serpent said to have been seen in its water at different times. Some have professed to doubt, its reality. Let no one be longer skeptical. Mr. Jones has seen this monster and unless it has several different kinds of lives it is now lying dead under the ice or at the bottom of the lake near Rocky Point. Sheriff Thorson had quite a talk Thursday with Mr. Jones, which convinced him (the sheriff) that the sea serpent is no dream. Mr. Jones, so far as known, is not related to Matt Ward's accommodating clerk, but his story is about as follows:

He was lying on the shore at Rocky Point in wait for geese with a Winchester rifle when he saw swimming towards him a monster with a snake like head raised about 3 feet above the water. The head was as nearly large as that of a horse, with a smaller neck, which became gradually larger as it shaded off into the body. He did not say exactly how long it was though it is popularly rumored to be 100 feet in length, (Mr. Jones could hardly be expected to judge accurately with such a monster coming directly for him even though he was armed with a good rifle). As he watched the serpent it dipped its head and brought up a large fish and swallowed it in a single gulp. When it had come within about 60 feet of the shore he put a bullet through its head and shot 5 times more but the serpent got under the ice in its struggles and its body cannot be recovered. Mr. Jones is in a fever of anxiety to have the ice go out so he can drag the lake for his pet.

A number of years ago several Swenson children living on the lake shore said they saw a monster similar to this horrible shape described by Mr. Jones and so late as last summer Peter Moen is said to have peppered it with a load of buckshot. Several other persons are said to have seen some such serpent.



Perhaps in years gone by, when Lake Minnewaska was higher than at present and the connecting streams were full, a single ocean serpent may have strayed up this way from the Gulf of Mexico through the Mississippi, Minnesota, and Chippewa rivers, and, unable to get back, has fed upon the numerous fish of Lake Minnewaska since that time. Being alone it would have no progeny.

It is to be hoped that Mr. Jones' reputed skill with a rifle fixed Mr. Serpent, for we can then enjoy the delightful bathing in Lake Minnewaska without any dread of being suddenly confronted with a horrible monster which might mistake us for some new kind of fish.

Later-Sheriff Thorson received a telegram last night from A. G. Englund that the body of the serpent had been secured and that it is 67 feet long and about 2 feet thick. Jones is alright.

-From the Herald of Glenwood, Mn., April 16, 1897

A STRANGE SIGHT THEY SAW  
Does The Sea Serpent Now Inhabit  
The Missouri?  
Citizens of Ramapo Make Affidavit That  
They Saw it, and Who Can Doubt  
Them?-Airship Tales Take in  
Comparison With This.

Ramapo, Kas., April 17.-At 5:10 o'clock yesterday afternoon, with staring eyeballs, parched lips, quivering nostrils and pulsating pulses several well known and respected citizens of Ramapo gazed into the tawny bosom of the Missouri river.

Were these staring eyeballs, parched lips, quivering nostrils and pulsating pulses of citizens of irreproachable veracity caused by the mere spectacle of the tumultuous tide of the sullen and swollen river? Did these citizens of Ramapo, standing just sixteen feet due east of the main building of the Ramapo Rubber works on the river's mighty brink, see the famous air ship?

May, nay, Pauline; not so.

Hans McHarrity, who, for ten long years had fed goloshes and cast-off rubber boots into the melting vats of the rubber works, the largest in the state; Patrick Schutzenheimer, the faithful city employee, who has worthily served the people of this community by wheeling garbage to the police dump for thirteen years, and Paul Randazzo, the popular hot tamale manufacturer, did not see the air ship!

What they saw was even more remarkable, astounding, and wonderful than the alleged air ship seen by striving but unsuccessful rivals of Ramapo. They saw a series of undulating black links, going up stream, about 100 yards from the shore. The waters were whipped into foam and, ever and anon, at least twenty-five feet of dark neck, surmounted by a head as big as a beer barrel, arose out of the mighty waters. This frightful object had long, mottled gray whiskers and gleaming, wicked red eyes. The undulating links extended down stream at least 200 feet.

For fully nine minutes this strange object was in plain view. Then the tawny, troubled waters seemed to swallow it up and it sank from mortal sight and ken. Messrs. McHarrity, Schutzenheimer and Randazzo immediately hastened to O'Leary's sample room and made the following affidavit:

"We, citizens of Ramapo, Kas., of lawful age, do solemnly declare, affirm and testify to the following, to-wit:

"Having, at 5:10 o'clock and several minutes thereafter, this day and date, April 17, 1897, seen, observed and taken notice of a moving object or series of objects, upwards of 200 feet long, appearing to swim in the Missouri River, near the rubber works, said object, or series of objects, having a head the apparent size of a beer keg, provided with long gray whiskers and baleful red eyes. The strange visitor seemed to be headed for Stillingsville.

(Signed)

Hans McHarrity  
Patrick Schutzenheimer  
Paul Percival Randazzo

-From the Star of Kansas City, Ks., April 18, 1897

The deep snow last winter and the heavy rainfall, have swolled the waters in our lakes until the white caps roll up by the passing breezes like mountains. This has had the effect of disturbing the submerged elements, which have been smouldering lo these many summers. Early Thursday morning last, an object was seen out upon the billows, high above the white caps moving rapidly toward the south shore, and was then within a mile of it, which attracted the attention of a number of our citizens. Apollo, who was hauling material to fill up his lot on the shore of the fast expanding waters made the remark he believed that was the

Sea Serpent

and on close inspection his belief was found to be well founded. The head of the monster was elevated upon the waves, mouth open, it's eyes dialated, and it's long crooked teeth could be distinctly seen, and it's forked tongue darting in and out like a sewing machine shuttle. The water boiled and seethed as it glided along.

Several years ago this sea serpent made it's appearance in our lakes. It was then not over 15 feet in length, and it's head was comparatively small to what it is now. Some are of the opinion that it was not the cold winter that caused such destruction of so many tons of fish, but their death is due in a greater degree to the influence of the serpent. An effort will be made to capture the monster by rushing it onto the low land opposite Elliot Upson's corn crib. There is great excitement among our citizens now on the return of one of the attractions of the lakes, and it is expected with the coming summer hundreds of people will flock to our city to get a sight at the monster, and spend a dime or two eating ice cream at the Pavillion. This is no fake of a flying machine or a Chinese lantern exhibition, but a living, moving mass of snake.

-From the Union of Lake Crystal, Mn., April 21, 1897

A dispatch from Baltimore says the captain and crew of the steamer Venezuela report that they saw a tremendous sea serpent off the coast of Cuba while the vessel was on her way from Rio Janeiro to Baltimore. The dispatch fails to give the brand of whiskey which composed the steamer's cargo.

-Meridian Herald.

-From the News of French Camp, Ms., April 23, 1897

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 It's 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 sinous body of a snake, but it's tongue is not forked and upon it's head are two short horns. It's 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 it's hide is proof against bullets. When in anger it lefts it's head three feet in the air and protrudes it's tongue three feet or more and utters a whine like a puppy.

The farmers are afraid of it, and 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.

-From the Sun of Nashville, Tn., May 12, 1897

A SEA SERPENT IN THE SOUND.  
Superintendent of a Hartford  
Sunday School Discovered it  
While Out Fishing-Monster  
Was All Black-It Did a Serpen-  
tine Dance for Him and His  
Friends and Vanished-Was 25  
Feet Long.

Hartford, Conn., Aug. 9, 1897.-The sea serpent of Long Island Sound, on whose annual appearances many voracious fishermen stake their reputations, presented it's compliments to three Hartford citizens on Saturday. The serpent chanced to pass their way while they were out fishing, and it executed the serpentine dance for their delectation.

During the entertainment they had an opportunity to discover that the serpent was twenty-five feet long, that it had a head and tail, and these were connected by the other parts of the monster's body. Oddly enough, the sea serpent did not have green eyes, or, if it had, the fact escaped the notice of the fishermen.

IT SAW THEM FIRST

The Hartfordites who passed the time of the day with the serpent were Daniel R. Howe, treasurer of the Hartford Street Railway Company, who also is superintendent of Warburton Chapel Sunday School; A. A. Olds and George B. Reed, vice president of the Blodgett & Clapp Company. They have been spending a few days in Blackpoint, on the Sound, and went fishing on Saturday aboard Mr. Old's yacht.

They had been out but a few hours when they encountered the sea serpent. The monster of the deep, who saw them first, was overjoyed at discovering that it was not alone, and, according to Messrs. Howe, Olds and Reed, leaped six feet into the air. Then it skimmed along the water, swimming part of the time on it's stomach, occasionally on it's head, and once in a while, covering a few feet on it's tail. In this way the serpent enabled Messrs. Howe, Olds and Reed to size it up, so they could tell all about it when they got home.

SERPENT WAS BLACK.

The reptile, according to the three fishermen, had a small head, which, with the neck and tail, comprised more than half of the twenty-five feet in his composition. The tail was not fan shaped, but was straight, and looked as if it might have been borrowed from a Jersey cow for this occasion. It's body was thick and round, and the serpent was jet black from head to tail. It had four appendages, which Messrs. Howe, Olds, and Reed call "flippers," and which, they say, looked like the claws of a griffin.

The snake plunged back into the water after executing the serpentine dance, and there was a great splashing and much foam, in which the serpent was enveloped and under cover of which it was lost to the sight of the three fishermen. The serpent gave them no inkling of it's future plans, but started, they seem to think, for the Klondike gold fields.

-From the Telegram of St. Johns, NFL, Canada, August 19, 1897

GHOSTS AND APPARITIONS

THE LADY IN BLACK

Her Latest Appearance on Earth-  
Doc O'Toole Witnesses Her Advent-Masculine in Stature and  
Heavy of Trend-She is Probably  
Looking For a Job.

The famous Lady in Black has appeared again; so it is said by some people who have had the eyes and the luck to see her. This time she is a man seven feet high, with a hand like a ham and the tread of a regiment of soldiers. This is her 'steenth arrival on earth and she is just as fresh as ever-too fresh, if the familiarities accredited to her are not mere sickly inventions of people of the sort also fresh. Her present advent occurred near the Corporation Fire House, and the individual consecrated and appointed to witness it was Doc O'Toole, Sergeant Major of the Hose Cart Brigade.

Doc was not expecting her advent-he got mixed on the schedule she was at advent on; he was in bed; and she was compelled to knock on the door with one of her ham-like hands. Of course he got up; he had seen the Lady in Black nine times before; and, since she was a lady, he could not decline to make it the tenth and preserve his reputation for being a perfect gentleman. He reached the door in time to see her making tracks with her "Great Western" feet in the road where it slides down the hill to the south of the Fire House.

Her masculine back, which looked, for breadth, like the side wall of a Chicago hotel, filled his gaze for an instant and then disappeared in the gloom. Impartial critics say that Doc was lucky that the lady did not stay after making him-he might have found it difficult to accommodate her feet.

The Lady in Black goes heavily veiled. With all due respect to her, it may be that she has a face that looks better through a cloth, under a cover or behind a bale of hay. She wears a black Mother Hubbard wrapper; she is probably wearing out the old clothing of some widowed aunt or other.

It has been suggested that the Lady in Black hopes to secure a position in the Fire Department under the new county administration; and that she visited the Corporation House in order to secretly inspect it. It is to be hoped that on her next appearance Doc O'Toole will use the prophetic vision that enables him to see her to some advantage; he should secure information from her concerning her identity and intentions; his gift of second sight will be truly respected if he will clear up the mystery of the Lady in Black, with her herculean stature, ponderous tread and ham like hands.

-From the Chronicle of Virginia City, Nv., November 25, 1896

AN APPARITION

IN BLACK.

It Stalks About on B Street at the Hour When  
Grave Yards Yawn, and Terrorizes the  
Neighborhood

The Cock Laine ghost who flourished in 1762 and caused real estate in a certain portion of London to deteriorate some 50 per cent, in value, could not have perturbed the serenity of Smithfield in a greater degree than the people who live on B Street are now being disturbed by an apparition in black which prowls about at hours when graves yawn. The B Street ghost does not resemble the Luminous Lady of Cock Laine in the slightest degree; it belongs to an entirely different breed of "ghosts, but our modern production is reported to be equally terrifying.

People who see it feel awed and terrorized at once by that indescribable something which always goes along with ghosts, and in describing their interviews to the reporter say: "Of course we are not afraid of ghosts, but we don't like to associate with them."

At least 20 people who have chanced to be on B Street at unseemly hours have seen the apparition and can vouch for its existence. It is tall and masculine in figure, draped in a black flowing robe from head to foot and wears over its face a thick black veil. Some times it has a basket on one arm

and sometimes not; but this is a matter of detail. The salient characteristics of the B Street ghost are it's indescribably singular aspect and it's peculiar habits.

It was first seen by Mrs. Hart on a Sunday night about two weeks ago. Mrs. Hart was coming down town and it was very dark. Just this side of the Corporation House, in the center of the street, stood a tall figure in black. With a weird motion of both hands the figure raised it's black veil, and, in sepulchral tones, said, "Who are you?"

"My name is Mrs. Hart," said the lady, whose hat pins were beginning to fall out.

"Give me your hand," said the apparition extending a tremendously long arm which had all the appearance of a boa constrictor with a hand on the end of it.

"No, thank you," said Mrs. Hart, very politely and passed on. When the lady was on her way home she saw the creature at the same place, and not caring again to be given the glad hand and glassy eye all at once went to Biroth & Morgan's stable to obtain an escort. One of the stable boys walked home with her, followed all the way by the apparition, who does not glide, but takes tremendously long strides, and places it's feet with a sound like the tread of a non-commissioned officer.

From this time until the present writing the B Street ghost has been frequently on exhibition. It has been seen by Officers O'Toole and Plunkett, the children of Wm. Pratt, Tom Muckle, several employees of Biroth & Morgan's stable, "Mush" Lyan and many others. When the nights are dark it comes out and stands on B Street all alone with it's woe. It knocks at window panes, tries doors and when people go out of their houses to see what the row is all about it is just vanishing over some neighboring hills.

Friday morning about 3 o'clock Officer Plunkett saw it near the Corporation House. It passed close to him and he said good morning to it but the ghost said never a word. It knocked on Officer O'Toole's bedroom door at the Corporation House in the wee small hours one morning last week, but did not stop to divulge it's ulterior motives or designs. When Doc went to the door the figure was just stalking over the hill. He saw it quite distinctly and says it was a tall man in a black Mother Hubbard.

Mr. Plunkett says it is unquestionably a man. He could not see the head covering distinctly, but noticed the veil and the walk was unmistakably masculine.

Mrs. Hart said it was dressed like a squaw, but all in black, with a handkerchief over it's head and a veil over it's face. She says that the face was that of a man and that the figure was taller than that of any woman she ever saw. Whatever the apparition may be, man, woman or spook, it must be a sorry crank that has a mania for prowling about nights and frightening people. The neighborhood of the Corporation House is a bad one for ghosts. The lady in Black who used to frequent E Street was much more discreet in the matter of choosing her haunts. It is a most foolish ghost that will nightly run imminent danger of being thrown into the cooler.

From the Territorial Enterprise of Virginia City, Nv., November 25, 1896

#### 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. It's 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; M. 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 spirititualist, gives the following account of it's 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 over head. It's appearance was that of a girl about twenty years of age, clad in a long white robe with the arms bare. On it's

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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-Ed.)

-From the News of Tacoma, Wa., November 30, 1896

#### 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 meanderings. Several parties have seen a tall woman in black quietly walking up and down the street at 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 results was that six houses were entered and robbed, one gentleman having \$3,000 stolen from his residence.

-From the Times Gazette of Redwood City, Ca., December 5, 1896

#### A MIDNIGHT GHOST

Human Arm Rose Out of the Water in  
Front of a Switchman.

That which was the ring of a real ghost story comes from the night men of the S. R. & P. yards at this place. The apparition which gave rise to it occurred about midnight, in a dark, lonely spot, and the uncanny object was seen by but one man.

Ross Vasbinder is a switchman on a night crew. Monday night he was walking up the track by himself, having been after a lunch. He was passing a point where the tracks run close to Pentz run, when glancing into the water he was horrified and frozen to the spot by seeing a human arm rise suddenly out of the water before him. The light from his lantern rendered the ghostly object plainly visible. He tried to move, but could not; neither could he speak. After standing and gazing at it for what he thinks was ten minutes, Conductor Coax came along and the thing vanished.

Vasbinder was pale and nervous. He rejoined his companions in the yardmaster's office and recited his story, stoutly averring that he had really seen an arm. He was advised to work no more that night, but refused to do this and went about his duties as usual, but with admonitions from his fellows to be careful and take no chances, as it might have been a warning of something to occur to him. At last accounts no one else had seen the supernatural sight.

- From the Courier of Du Bois, Pa., April 1, 1897

#### GHOSTS OF TAMARACK

Spectral Forms Go Stalking on The  
Hill.

Airy Forms That Inhabit The Snow-Sheds  
A Headless Man in The Yards at Summit-  
Superstitions That Awe The Railroad

## Knights.

"Go down through the shed and flag the supply train," was the order conveyed to a brakeman by his superior the other day "on the hill," while the train lay in a drift of snow.

"Look out for ghosts at Tamarack," ejaculated one of the snowfighters who had been trying to snatch an hour of rest.

The brakeman smiled grimly. There was no defiance in the look that he gave, but it was easy to discern a bit of fear.

The mention of Tamarack was the signal for a general conversation upon the subject of spooks. There is more or less superstition among all mankind, and railroad men have their share of it. Yet there are no braver men in the world, and no occupation where fearlessness is demanded to a greater extent. It is quite possible to impress with a spook story the most valiant of engineers who would face the boldest risk with no thought of fear. Nothing natural could daunt him, but the supernatural causes him to quail.

Tamarack is the dread and dismay of more than half of the trainmen on "the hill." It is neither a city, village nor settlement, but merely a side track with the necessary switch in the dark shed, four miles above Cisco. The name is coupled with many dismal memories of engineers, firemen, and brakemen who have been killed in collisions through the carelessness or inadvertence of those whose duty it has been to attend the switch. It is said that no less than fifteen men have thus met with fearful deaths in the dark shed at this point, six having been killed in a collision there some eighteen months ago.

Now, when trains approach the spot, in the dismal shadows of the timbers seem to lurk the ghostly forms of maimed and crippled men, spectral bodies clad in robes of white, wandering souls returned to haunt the scene of their disbursement from the flesh. Many sturdy men refuse to be convinced that it is fancy that outlines the dreaded forms. Men who are not superstitious in anything else quail before the very thought of Tamarack.

Everything about the spot conspires to impart a feeling of terror in the minds of those beset with superstitious fears. Even by day the shed is dark nearly throughout its stretch of eight miles; the studding has become black and grimy from the sooty belchings of the locomotives, so that even the occasional ray of sunshine that strays through a crack in the inside of the shed murks the gloomy air.

"You can call it superstition," said a strapping fireman who was listening to the talk, "but there's ghost there sure, for I know men who've seen 'em."

The brakeman who had to make the tour of the sheds stepped out unnoticed.

"I know a conductor on a freight," continued the big fireman, "who wouldn't pass Tamarack without locking his caboose for a thousand dollars. I braked for him three months and we passed that switch once a week during all the time.

"Come in here and don't leave me alone," cried the frightened conductor.

"But I must set the brakes."

"Oh, damn the brakes," he said as he caught me by the arm and hauled me into the caboose. Then he shut the door and locked it, and I couldn't get him to look out of a window until we'd gone a mile."

Jim McMasters, conductor of the rotary plow train, listened to all this. "I ain't got a bit of superstition in me, but there are lots of men who swear that there are plenty of ghosts on the hill."

Several of the men twisted themselves into a position where they could face McMasters. Trainmaster Agler had ordered that the rotary must work that night and as it was regarded as dangerous work by night the ghost stories did not put them in a very cheerful frame of mind. But Jim proceeded:

"Now there's Ed Murray. We all know that he isn't superstitious any more than I am. But Ed swears he saw a ghost in the yard at Summitt one night. His train had just pulled in and he started down the track with his lantern. Ahead stood a locomotive that sent a stream of bright light from the headlight along the track so that he could see as plain as day. Right ahead he saw a headless man standing on the track. It was just as plain as ever a man saw anything. The ghost wasn't one of these white things with wings either. It was dressed like anybody up here and wore a heavy rough overcoat. Murray looked at the apparition several times to make sure. There it was and no mistakes, a powerfully built man but without a head. Ed was paralyzed. He got over to the station as quick as

he could. The headless man began to move towards him down the track but in a moment disappeared. Ed was too frightened to watch very closely and couldn't tell in what direction the startling apparition had gone. He wasn't in a hurry to get out of the station. If ever you see Ed Murray he'll tell you that he saw that headless man and that there's no doubt of it."

Presently and while ghosts were still the subject of discussion the brakeman, who had been sent past Tamarack opened the door of the gloomy car.

"He never went at all," exclaimed one of the men.

The brakeman swore that he had actually fulfilled his orders, but none of the boys believed him. But nobody seemed to blame him for not passing Tamarack on that dark and stormy night.

-From the World of Indianapolis, In., April 3, 1897

GHOST  
CAUSED A STAMPEDE.  
Colored Patients at the  
Hospital Frightened by  
A "Spook."  
SEVERAL HAVE DISAPPEARED  
Ed Poole Before He Died  
Threatened to Send His  
Ghost Back to the  
Hospital  
At Midnight His Alleged Wrath  
Began Operations, and the  
Stampede Followed.

As the result of the alleged appearance of a "ghost" in the male colored ward at the City Hospital last Friday night, several of the patients have left, and they left without telling Superintendent Barbour about their going.

About midnight on Friday the inmates of the ward were thrown into a panic by what they claim was the "ghost" of Ed Pool, who died in that ward about a week ago. Pool was in the City Hospital, being treated for a mangled leg which finally had to be amputated. During the time that he was there he was very irritable and mean to his fellow sufferers, but more so to Mike Kelly, who occupied the cot next to him. His meanness to Kelly was caused by the fact that the latter would not sympathize with him in his trouble. Pool, with almost his last breath, said to Kelly:

"I am going to die, and I know it, and when I do you can bet that I am coming back, and I will attend to you in some kind of a way that will not be pleasant."

After making the threat Pool died, but the threat had almost passed out of the minds of the other inmates of the ward. On Friday night at 12 o'clock the inmates of the ward were aroused by loud knocks, such as they claim to have heard from Pool when he was alive. As soon as they heard the noises they jumped out of their beds, and, as they say, saw Pool's ghost looking around the room. Without waiting for the "ghost" to take action they all made a rush for the door, Kelly leading.

Instead of running down the steps, Kelly, who was almost frightened to death, jumped into the fire escape and shot down to the lower floor in a hurry. He was in his night robes and has not been heard from since. The night nurse who was on duty went after the inmates who had made their escape, and with the assistance of Dr. Pinkert, the night physician, they succeeded in getting the frightened negroes back to their cots.

Dr. Pinkert says that he heard some of the knocks at the time, but did not pay any attention to them, as he does not believe in "spooks." The darkies all say that they will not sleep in the same ward tonight, but Dr. Barbour is of the opinion that they will.

-From the Commercial of Louisville, Ky., April 4, 1897



Belpre is just now laboring under a scare such as has not disturbed the peace and dignity of that quiet little village in many a day.

The trouble is that a ghost or some person of very peculiar habits has been haunting the dairy barns of A. D. Stone, and has been acting in such a manner that all of his hired hands and employees about the farm, are so worked up that they get scared at their shadows.

The favorite pastime of the spook seems to be throwing stones not at any particular person or thing but with velocity sufficient to come very close to killing a person should one of them hit him. For a week or more those working around the barns noticed that at frequent intervals large stones hit the walls in different parts of the barns. Little was thought of it at first as it was supposed to be some pranks of mischievous boys. But as the stones got to coming too dangerously near them at times, the men decided upon an investigation.

Watch as closely as they might, they could see no one about the place whence the stones seemed to come, but still they continued to come.

This kept on and the men kept getting more scared every day. They hunted high and low through the recesses of the big barn, under anything that a person could hide, through the hay loft, under all of the fodder stored in the barn, but all in vain. Many persons who heard of the strange affair assisted in the search for "spooks" but they were no more successful than the employees of the dairy.

The stones thrown are almost the size of a man's fist and are ordinary boulders. Mr. Stone is still of the opinion that the work is that of some person connected with the farm, until Saturday, when he had them all together in the barn Saturday morning talking the matter over. The rocks kept coming from some place at short intervals all of the time, and he was at last forced to give up and join in with his employees in the thought that it was a ghost.

Some of those who have investigated the case advance the theory that there is an insane person hiding in the barn and that he takes this method of amusing himself. This theory could hardly be true for every part of the barn has been searched carefully and anyone hiding in it could not have easily escaped the eyes of someone of the searchers.

It is a peculiar case and the discovery of the cause of the stone throwing will be learned with interest.

-From the Daily State Journal of Parkersburg, WVa., April 12, 1897

#### 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 grandfather'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.

-From the Gazette of Kalamazoo, Mi., April 18, 1897

A HAUNTED FAMILY  
Remarkable Sights and Sounds With  
Which It's Members are Tormented

Yzeures, a picturesque little town in Indre et-Loire, not far from Roche Posay and Fontgombault, was till recently a place of which the existence was unknown even to most Frenchmen. It had no history, but it has now begun to obtain that perhaps unenviable notoriety attached to the possession of a haunted house. It is not, however, quite correct to call the dwelling in which the "manifestations" occur a "haunted house," for it is less the building than the family inhabiting it what is haunted. Twenty years ago M. and Mme. Sabourault, then a newly married couple, who took up their residence at Poitiers, first witnessed the extraordinary phenomena which still occur at their house. At Bourneau and Loudun, where they lived successively before coming to Yzeures, they were the victims of the same persecutions, the phenomena sometimes ceasing for awhile, only to recommence with renewed intensity.

In this case of a girl of about 12 years of age, Mile. Renee Sabourault, seems to be the involuntary medium. In any case, it is she who is at the present time particularly persecuted. For instance, when by chance she goes on a visit to friends or relations, the phenomena follows her to the place where she may temporarily reside. The manifestations which have accompanied M. and Mme. Sabourault ever since their wedding day have been various. The displacement of objects has seldom occurred, but fantastical shaped phantoms have been seen more frequently, especially in recent years, by Mile. Renee, and noises of all sorts have been and are still constantly heard. At Yzeures a large number of the inhabitants have heard the sounds, which they regard as supernatural, but such stories would scarcely merit any attention whatever if they had not been supported by more trustworthy testimony.

M. Raymond Duplautier, a barrister at Poitiers, having learned that one of his friends, M. Urbain, and several other persons living at Yzeures had heard the unaccountable sounds, resolved to go with a few strong nerved friends to expose the fraud. They went to Yzeures four times-once in December, twice in January and once in February. On each occasion M. Duplautier and his friends spent a night in the haunted house with the Sabourault family. They commenced by inspecting every nook and corner, and then spent the night in the bedrooms inhabited by the members of the Sabourault family, who were thus kept under strict observation the whole time. Generally lights were kept burning the whole night. But when that was not done the lamp was lighted on the first sound being heard. The phenomena took place in full light.

In a long, detailed account of his four visits to Yzeures M. Duplautier declared that on the first occasion he and his friends heard six loud knocks on the stairs. The second night, they spent under M. Sabourault's roof was a little more interesting. After 1:30 in the morning a great deal of knocking occurred on the stairs, on the walls and all around, some of the blows seeming to be struck in the air several meters above the roof of the house. Then came scratching at a partition wall, followed by the noise of the walking of a man in a garret above and the pattering of a four footed animal. Immediately those unaccountable sounds were heard M. Duplautier and his friends examined anew the rooms from which they seemed to issue, but could discover nothing which could have produced them. As soon as the door was opened, the noise ceased, but began again immediately it was closed, after the inspection of the room. During the third night, the manifestations were very similar to those observed on the second.

But on M. Duplautier's fourth visit they were for the Poitiers barrister and his friends yet more extraordinary. Some invisible hand, which from the sound might be nothing but bone, began knocking at a partition wall as early as 10 o'clock in the evening. The questions put by M. Duplautier were invariably answered by three clear knocks and energetic scratching at the wall. After that, five hours elapsed without anything extraordinary occurring. But at 3 o'clock in the morning the wooden stairs were heard to crack and groan under the weight of a colossal, though invisible being. Describing what occurred, M. Duplautier says:

"We heard on each step of the stairs the noise of immense feet shuffle heavily down one after the other till the last step was reached. During all the time the stairs, though they are new and strong, groaned and cracked. Then it was the turn of the partition wall separating the passage from the rooms leading out of it which was shaken by sudden and energetic blows. With a light, we looked about

everywhere. We search the garret, the staircase and the passage, which were absolutely empty. During the rest of the night distant knocking was heard. The blows seemed to be struck above the house."

M. Duplautier concludes his communication with the remark that, though what he and his friends observed at Yzeures is insignificant compared with what the Sabourault family witness constantly, it is sufficient to merit attention, as he regards it as impossible to be explained by natural causes or fraud.-Paris Letter in London Standard.

-From the Herald of Tyrone, Pa., April 16, 1897

LA GRANGE HAS A  
REAL GHOST SCARE  
Strange Antics of a Carriage  
Stone Create a Marked  
Sensation  
IT TURNS UPSIDE DOWN  
Too Heavy to be Moved With-  
out the Use of a Derrick  
SPOOKS ARE THEREFORE BLAMED  
This is Not the Stone's First Mysteri-  
ous Move, as it Has Given Spirit-  
ualistic Manifestations  
Twice Before.

Supernatural forces have been at work to disturb the serenity of the residents of La Grange. That village is now in the throes of a ghost sensation, the like of which has never before visited the pleasant town, and old and young are discussing the "manifestations" with much interest and dawning convictions.

The story centers about an immense carriage stone which ornaments the grass plot in front of the residence of Dr. F. W. Satterlee, Stone avenue, near Cossitt. During the night that stone, which no human power could lift without the aid of machinery, turned a handspring, or did something equally miraculous, for this morning it stands base upward in the 10 inch hollow space where it had been imbedded for over a year. Not a scratch or a footprint appears upon the lawn in the vicinity of the stone, and no one can account for the manner in which the stone got into its present position.

It is now as neatly imbedded upside down as though it had been placed in the hollow space by the aid of a derrick or windlass.

An ordinary carriage stone seems too commonplace and earthly an article for ghosts to make the objects of their solicitude, but the carriage stone in question is no common one. In fact, it is the very thing that disembodied spirits are supposed to be fond of, for it once ornamented the grave of a man of high family in an Ohio cemetery.

The stone ~~momento~~ was struck by lightning and, shattered, and the present piece of granite, almost a half a ton in weight, was saved from the wreck of what had been a towering monument and eventually came into the possession of Dr. Satterlee.

If its present caper had been its first, neither Dr. Satterlee nor his neighbors would have given the matter much serious thought, but it is not. During the past two years the stone has moved three times, each time under the same mysterious circumstances. Each move it has made has been accompanied by wierd cries, calculated to freeze the blood of those whom they awakened.

Two years ago the stone, which is 2 1/2 feet square at the base and stands about 4 feet high, occupied a place in the center of the lawn in front of Dr. Satterlee's home. It was not used then as a stepping stone, but as an ornament. Upon its side the word "Dentist" had been carved.

#### MOVES SIX FEET

One Morning Dr. Satterlee awoke to find the huge cut boulder lying in the street six or eight feet from where it had previously stood. He believed some one had removed it in a spirit of mischief, and was inclined to blame the boys of his neighborhood. But when he unsuccessfully attempted with the aid of three able-bodied men to replace it, he concluded he had been mistaken, as no number of boys

that could take hold of the stone at one time could have lifted it, much less carried it, without injuring the surrounding lawn, the distance it was found from its original position.

The stone was replaced and about eight months after this occurrence, Dr. Satterlee was surprised to find the stone once more in the street. This time a number of sewer diggers, who were at work upon the street were engaged to set it up again. The feat was accomplished with much difficulty, as it was impossible for a sufficient number of men to get hold of the stone in order to lift it, and it had to be dragged into position.

But upon this occasion Dr. Satterlee had the stone erected close to the curb and imbedded in the earth 10 inches deep.

The workman who did the job assured the doctor he was safe from future disturbances, as no number of men could stir the granite block, so firmly packed was the earth around it's base.

But the workmens' prediction proved not infallible, for this morning when the doctor arose the first thing that met his gaze was the stone, turned bottomsides upward, it's huge base aloft and the letters which formed the word dentist upside down.

Dr. Satterlee remembered when he witnessed the miraculous change that had been wrought in the troublesome stone, that he had heard the same unearthly cries the night before that he had heard upon the occasions of the other removals. The sounds had awakened him out of a sound slumber.

WHAT THEY SOUND LIKE.

They sounded like the wailing of a woman accompanied by the howling of a dog, and after listening a few moments in a horror such as is apt to seize upon a person awakening in the dead of night to ghoulish noises, the dentist concluded he had been frightened by a neighbor's dog and turned over on his side and went to sleep.

-From the Journal of Chicago, Ill., April 21, 1897

Concerning the above story, the Chicago Journal of April 24, 1897, ran another long article which stated that two women were told be spirits that the ghost was guarding a buried treasure.

FEAR THEIR FOREWOMAN'S GHOST  
Girls In a Troy Collar Shop  
Terrified by an Apparition.

Troy, N. Y., April 28.-About fifty girls employed in one of the big collar shops of this city have been made hysterical with fear several times lately by what they believe to be the apparition of their forewoman, who died a few months ago. The girls declare that the ghost appears and moves among them or sits at the desk formerly occupied by the forewoman.

To induce the girls to remain at work the firm employs men to go into the shop each morning and remain there to guard against the ghost. The matter has seriously delayed business, and the girls say they will quit work entirely if the ghost keeps on coming.

-From the Advertiser of Huntington, W Va., April 28, 1897

A Ghost Signals a Train.

Altoona, Pa., April 29.-Railroaders on the Beech Creek line, between Williamsport and Lock Haven have been frightened by a ghostly figure that flags the midnight express at a lonely gorge in the Alleghenies. The trainmen say that when the express is far down the road a red lantern swung by an unseen hand, can be seen swinging across the tracks; but before the train reaches the point, lantern and flagman disappear. Watchmen have been placed there, but the ghostly watchman swings his lantern just above or below the place where the guard is stationed. The railroaders regard the appearance of the ghostly lantern as a token of a fatal wreck to the crew that sees it.

-From the Times of Richmond, Va., April 30, 1897

## ATMOSPHERIC PHENOMENON

### ENGLAND'S "FIERY DRAGONS"

In the year 1532 various parts of Great Britain were visited by a remarkable meteorological phenomenon, which the old authors refer to as "the visitation of the fire drakes or dragons." The author of "Contemplation of Mysteries" says: "In ye latter part of ye yeare (1532) ye fieri dragons appeared flying by flocks or companies in ye ayre, having swines' snouttes; and sometimes were they seen foure hundred flying together." In speaking of the fire dragons in another portion of his work he says: "Common people thinke fire drakes to be spirits which watch over hidden treasure, but the philosophers affirma them to be ye result of poisonous vapors which are spontaneously lighted in ye ayre." (Haa, 16 th. century swamp gas.)

-From the Times of Coalville, Utah, December 25, 1896

#### Fiery Dragons.

In the "Statistical Account of Scotland," published at Edinburgh in 1793, there is an account of the "rare appearance" of fiery dragons, which sailed through the rarified atmosphere of the Scottish highland in the latter part of November and the first few days of September, 1792. According to the account, they had a "fiery red color" and made their appearance in the north, flying rapidly in an easterly direction. The account adds that "many people regarded the phenomenon with much terror" because it "was indeed a strange and startling sight to behold."

-From the Tribune of Caldwell, Idaho, January 9, 1897

### BLUE MOONS AND GREEN SUNS.

"Once in a blue moon" is a saying which is not merely a fanciful expression for extreme rarity, but appears to be founded on fact. Blue moons are very rarely seen, however, much more rarely than blue or green suns. The present writer was fortunate enough to see a blue moon several years ago, about the time when the atmosphere was supposed to be impregnated with the dust of the Krakatoa eruption. The color was like that of a hedge-sparrow's egg, a pale, rather greenish blue, and it gradually died away in some minutes after he first caught sight of it. Blue, or rather green, suns were observed at Madras and elsewhere about that time. A green sun was observed at sunrise by Hicks Pasha in the Soudan just before the destruction of his army. A blue sun was seen at sunset on July 28 last off Cape Stat, Norway, by Captain Salvesson, of the Ellida.-London Tid-Bits.

-From the Journal of Racine, Wi., March 26, 1897

### AN EXTRAORDINARY LIGHT.

What is believed to have been an aurora of such extraordinary brilliancy as to obscure the sunlight is thus described in an old number of The Gentleman's Magazine. On the 2nd of January, 1756, an unusual light, far above the brightest day, struck all beholders with amazement. The time was 4 o'clock in the afternoon, and it soon faded away. At 7, however, from east to west, streams appeared like rivers of bright fire. A general feeling of alarm was caused by these, but they gradually faded away to the north, their disappearance being accompanied by shocks which were felt by all, but which did no particular damage.

-From the Republic of Princeton, Wi., April 15, 1897

### THE DAY OF THE RED TERROR.

January 27, 1306, was the famous "Day of the Red Terror," described by medieval chroniclers. The dawn was clear and beautiful, but shortly before the sun rose the heavens became obscured in a strange red blaze. It hid the sun and the crimson glare fell upon the earth like the reflection of some great conflagration. Terror filled the hearts of mankind everywhere. The churches of Europe

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were filled the whole day long. Anchorites and hermits came from their retreats and cried aloud that the Day of Judgement was at hand. In the afternoon and evening some people declared they could see the angels and devils battling in the air and that the blood of the conflict rained upon the earth. However, about midnight the red pall disappeared before a wind and the panic-stricken people recovered their senses.

-From the Times of Peshtigo, Wi., April 17, 1897

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.

-From the Gazette of Sterling, Ill., April 19, 1897

Mysterious Phenomena in the Persian Gulf.

In his recent address, as president of the British Institution of Electrical Engineers, Sir Henry Mance said that in the Persian Gulf one occasionally witnessed natural phenomena which to the untravelled might appear incredible. In the midst of the mountains near Mussendow he had seen during a thunderstorm such displays of lightning as baffled description. He had, at certain seasons of the year, observed the water in the bay-which was large enough to hold all the fleets of the world-present exactly the appearance of blood. Not many miles from Mussendow he had witnessed mysterious fire-circles flitting over the surface of the sea at a speed of one hundred miles an hour, a phenomenon which no one had yet been able to explain. While steaming along the coast of Beloochistan, he had been called from his cabin at night to observe the more common phenomenon of a milky sea, the water for miles around being singularly white and luminous. In the same locality the sea was, for short periods, as if putrid, the fish being destroyed in myriads, so that to prevent a pestilence, measures had to be taken to bury those cast up on the beach. This phenomenon was doubtless due to the outbreak of a submarine volcano and the liberation of sulphuretted hydrogen. In these waters jellyfish were as large as footballs, and sea-snakes of brilliant hue were met with in great numbers. On one occasion a swarm of sea-snakes forced their way up one of the creeks in Karachi harbor, apparently for the purpose of having a battle royal, for the ground between high and low water mark was thickly covered with their bodies, in positions which betokened a deadly struggle.

-From the Register of Neodesha, Ks., April 30, 1897

Strange finds.

Prehistoric Hammers Found

Decatur, Mich., March 18.-While blasting in a stone quarry at Jamestown, Ottawa county, the workmen came upon a pocket in the solid rock containing flint instruments unquestionably wrought by human hands. Three of the instruments evidently had been used for hammers, as there are grooves around them by which they were fastened to the handles. Another stone implement was long and had thin elliptical edges. The quarry is in the Black River basin, which at no remote period was covered with the waters of Lake Michigan.

-From the Enterprise of Kewaunee, Wi., March 19, 1897

### In A Tomb of Solid Rock.

Living lizards were found in the solid rock in quarries of chalk in northern France. Workmen about to loosen some rock after a blast discovered a series of so called pockets. In each of these there was a living lizard, but as soon as they were taken out of their hiding place and exposed to the air they died within a few minutes. They were of a peculiar copper color, and although there was a place for the eyes, indicated by a prominence resembling the eyelid of a frog, they had none. Zoologists declare that these lizards must have lived for thousands of years, and it seems to be borne out by their being in the rock and alive, that they must have been closed in at the time of the formation of these rocks. There was no possibility of passing in or out of these strange cells, within which they were found, and no nourishment other than moisture could penetrate into these recesses of the rocks.

-From the Mining News of Florence, Wi., March 20, 1897

### IN A LUMP OF COAL A California Fireman Who Found a Snake in One. An Oakland (Cal.) Dispatch

Peter Zaballa, fireman at the waterworks at Livermore, while trying to shovel a lump of coal into the furnace, made an astonishing discovery. The piece he desired to place in the furnace was by the side of a larger piece. He tried to pick up the smaller lump on the shovel several times, but every time he endeavored to toss the lump toward the furnace door it would roll off the shovel and back to its original position, just as if there was a string to it.

Zaballa made several ineffectual efforts to get the coal into the furnace, but each time it seemed to snap back to its original position. At last the man became frightened and came to the conclusion that the coal was bewitched. Then he cooled down and began a systematic and eminently practical investigation.

He began working at the lump of coal with a crowbar. The crowbar settled the lump of coal and the creature that inhabited it in a very short time.

There was found embedded in the larger lump of coal a snake. The reptile had coiled its tail around the smaller lump, and that is what had prevented Zaballa from getting the small lump away from the larger one.

The snake was alive when taken out, but lived only a short time after being exposed to the air.

-From the Tribune of Johnstown, Pa., March 26, 1897

### ROCK PICTURES IN OREGON Should be an Interesting Study to the Archaeologist.

W. R. Whittemore, while in Alturas, Ore., recently discovered some remarkable hieroglyphics about 15 miles northeast from the north end of Warner valley on the edge of what is locally known as the "desert" in Lake county. Mr. Whittemore says the hieroglyphics had been cut with a sharp instrument in the surface of the hard basaltic rock. They cover the face of the bluff for a distance of about three miles and consist of pictures of Indians with bows, arrows and spears, besides deer, antelope, dogs, and wolves, geese, ducks, swans and reptiles of various kinds. Intermingled with these animals are characters which, of course, he could not decipher. He says that the execution of the pictures was very good, and he is satisfied that it could not have been the work of ordinary Indians. Throughout the entire distance the characters and pictures are in rows.

The Indians of the vicinity have no knowledge of the meaning of the hieroglyphics or of the people who ages ago chiseled them on the surface of the rocks. From the description given the picture writing bears a close resemblance to that found in Mexico and Central America. If this supposition is true, a careful study might reveal to the archaeologist some insight into the origin of wanderings of a dead and forgotten civilization.-San Francisco Call.

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-From the Weekly Press of Danville, Il., March 31, 1897

#### SWORD OF A GIANT

Workmen engaged in putting a new sill under an outbuilding on Colonel Fleischner's property, adjoining the residence of Mr. Rudolph Goldsmith, on Seventh street, made a remarkable find yesterday, in the shape of an old fashioned, two handed sword. To have found any kind of sword in such a place would have been remarkable, says the Portland Oregonian, but no one would ever imagine that under an outbuilding in Portland would be found a two-handed sword such as was in use in the Middle Ages—that is, during the Eleventh, Twelfth and Thirteenth centuries, in the time of the crusaders, when fighting men wore plate armor and knights-errant wandered about the world rescuing lovely princesses from enchanters, giants, ogres and the other "bad men" of those days. When this business was dull, as Mark Twain puts it, they "went a-grailing"—that is, in search of the Holy Grail, which was nothing and was to be found nowhere. The sword, as its name implies, was to be used with both hands, and, if it failed to cut through an enemy's armor, the force of the blow was enough to knock him flat.

The blade of the sword is four feet long and continues past the guard nine inches as a tang for the handle, which is composed of two pieces of oak, apparently, having a round knob or pommel at the end and dark with age.

The guard is a simple bar of iron about ten inches in length. The whole iron work has been hammered out, and is, of course, now very rusty. The blade is two-edged, so as to "cut 'em a-coming and a-gwine," and the weapon looks as if it might be a genuine relic of olden times, when such swords were used by men of might, "whose bones are dust, whose swords, as a general thing, are rust, and everything said about whose souls must be taken on trust."

A number of people who handled the sword yesterday judged it to weigh all the way from fifteen to twenty-five pounds, but it kicked the beam at ten pounds. Just how the sword came under the outhouse no one can imagine. The building was moved there some twenty-fives years ago, and has not been disturbed since. Perhaps this paragraph may meet the eye of some one who can throw light on the subject, for the sword was doubtless placed under the building since it was moved there. It is not probable that any old crusader went through this way en route to the Holy Land, and no such sword was discovered, and the people who lived here before that knew nothing of iron. If it is a genuine relic, it is of considerable value.

From the Times of De Forest, Wi., April 2, 1897

#### Bones in a Silver Vein.

If the find of a Colorado silver miner, made half a dozen years ago, be taken into account, there is but little doubt that the human race existed on this continent as long ago as the time when the silver veins were in process of formation. In the Rocky Point mine, at Gilman, 400 feet below the surface a number of human bones were found imbedded in the silver-bearing ore. When taken out over \$100 worth of the ore still slung to the bones. An arrowhead was also found with the remains.

-From the Times of Deforest, Wi., April 2, 1897

#### PREHISTORIC PHOTOGRAPHY

Picture of an Old Man's Face in a stratum  
of Coal

Webster City, Iowa, April 4.—While mining coal in the Lehigh coal mine at a depth of 130 feet one of the miners came upon a piece of rock which puzzled him. The stone is of dark gray color and about 2 feet long, 1 foot wide and 4 inches in thickness. Over the surface of the stone, which is very hard, lines are drawn at angles forming perfect diamonds. In the center of each diamond is a fairly good face of an old man having a peculiar indentation in the forehead that appears in each of the pictures. Of the faces, all but two are looking to the right.



How the stone reached it's position under the strata of sandstone at a depth of 130 feet is a question the miners are not attempting to answer. Where the stone was found the miner is sure the earth had never before been disturbed.

-From the Illinois State Journal of Springfield, Il., April 5, 1897

#### MORE MYSTERIOUS CARVING.

A day or two ago in Webster county, Iowa, a very peculiar piece of rock was taken out at the Lehigh coal mine. The slab was found just under the sandstone, which was 130 feet below the surface. It is about two feet long by one foot wide and four inches thick. The surface is artistically carved in diamond shaped squares, with the face of an old man in each square. Of the faces, all but two are looking to the right. The features of each are identical, bearing a peculiar mark in the shape of a dent in the forehead.

The question will naturally arise was this slab found in the same quarry from which the celebrated Cardiff giant was unearthed? It may be that "the face" is nature's photograph of said giant. It is a wonderful country up there round the gypsum beds of Webster county.

-From the Morning Age of Clinton, Ia., April 6, 1897

#### A STRANGE STONE.

L. White, living near Newburg, eight miles west of Rolla, is the owner of a very strange stone about the size of a man's fist, of a light brown color. It was found on top of a high bluff at the Devil's Elbow, Big Piney. It is a prism, showing all the things you ever saw and an innumerable lot of things you never saw or ever heard of. A beast with seven heads and ten horns can be seen coming up out of the sands of the sea; there are birds with two heads, others with three heads and some without heads, serpents, fowls of the air, implements of war and farming, houses of ancient structure and beasts of all descriptions. Turn the stone over in any position and the picture is right side up, the second view is always different from the first. Let another take a view and it is different from your's. Men in the east are negotiating with Mr. White for the purchase offering \$1000 for it. The Mormons want it, as they think it is a part of the plates Joseph found. They say there was one Smith did not get, and they think that this is it. Mr. White says if they will deposit \$10,000 in the Rolla bank they can borrow the stone and look at it all they wish. The stone is wanted by a museum in New York, but the owner will not sell it. -Willow Springs Republican

-From the Republican of Cassville, Mo., April 29, 1897

#### BONES OF A GIANT

Unearthed in a Mound in the Valley  
Of Yellow Creek

Special to The Tribune

Middlesboro, Ky., April 30.-On the headwaters of Strongfork there existed since the white man first entered Yellow Creek Valley a mound which has been held in superstitious awe by the natives. Many are the stories told of Jack O' Lanterns and Will O'Wisps that have been seen about this mound. Yesterday when Will Gibson opened the mound, at a depth of two feet a stone wall or coffin was struck. In this coffin were the bones of a human skeleton of immense dimension. The teeth are 1 1/2 inches long, the fingers about five inches long and the man must have been about eight feet tall. The bones are now in the possession of Mr. Richardson, a civil engineer in the employ of the American association.

-From the Tribune of Knoxville, Tn., May 1, 1897

#### PREMONITIONS

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LIVES SAVED BY A DREAM  
Remarkable Case of the Occult Blocks a  
Demented Poisoner.

Aurora, Ills., April 23.-The warning given by a dream undoubtedly saved the lives of the family of William Rudolph, an old German resident of this city. Rudolph has been demented at times, but has heretofore been considered harmless. Monday night his daughter dreamed that her father was attempting to poison the family, and so deeply impressed was she by the warning, as she considered it, that she and her mother kept a close watch on Rudolph.

Accordingly at noon, when he had returned from town and made the remark that "they would all die like cats," the vigilance of the women was redoubled, and Rudolph was detected in the act of pouring some stuff from a phial into a dish of food. The bottle was taken from him and found to contain strychnine, which he had purchased an hour before at a local drug store.

-From the Daily Eagle of Marinette, Wis., April 23, 1897

A Profitable Dream.

It was a profitable dream that Bering Tressler, of Knoxville, Iowa, had the other night. She dreamed that a tin containing money was buried under a tree in the back yard of her home, and so distinct did the vision seem that the next day, impressed by it, she took a spade and began to dig. Only a few inches below the lucky surface the spade struck something hard, and a moment later the lucky girl fished out a tin can in which was \$600 in \$20 gold pieces.

The only explanation of how the money came to be there is that an uncle, who was a miser and who formerly lived in the house, might have placed it there.

-From the Journal of Freeport, Pa., April 23, 1897

SAW IT IN A DREAM.  
THE REMARKABLE EXPERIENCES OF MRS.  
CHARLES R. TOWSON.

The Norfolk Pilot of Sunday relates a remarkable coincidence in a dream of Mrs. Charles R. Towson, wife of the former secretary of the YMCA of Roanoke, and as that gentleman has many friends in Roanoke and Salem who will join in the general congratulations at his narrow escape from death the article is printed below, as follows:

The departure last Tuesday of Mr. Charles R. Towson, the popular general secretary of the YMCA in this city, to attend the International Convention of Young Men's Christian Association in Mobile, Ala., which was announced in the Pilot at the time, and his many friends joined in wishing him a pleasant trip.

The Wednesday night following Mrs. Towson had a vivid dream, in which she thought that Mr. Towson and herself were traveling together, and that the train leapt over an embankment with a terrible crash, but that neither she nor her husband were hurt.

Thursday morning she narrated this dream at the breakfast table in the presence of three other persons, and was duly chaffed for thinking too much about her husband, and for being in the blues at his departure.

Little more was thought of the circumstances until yesterday morning when a letter was received by her from Mr. Towson, describing how, on Wednesday night at 12:30 o'clock the train he was on met with a fearful accident.

Some miscreant had purposely removed a rail just before a long trestle, with the result that the engine, baggage, mail and express cars were precipitated into the stream below, falling upon each other in inextricable confusion. The engineer and colored fireman were killed instantly and five others seriously injured.

Fortunately the sleeper in which Mr. Towson was and the passenger cars did not leave the rails, or the death roll would have been fearfully increased. So little was Mr. Towson aware of the fatality that he did not apprehend what had happened until he was aroused and informed of the disaster. The

survivors reached Mobile in safety twelve and a half hours late, but filled with a sense of deep gratitude for their miraculous escape, a feeling which will be re-echoed in many hearts to day as they read of Mr. Towson's providential preservation.

-From the Times of Roanoke, Va., April 27, 1897

## FALLS

### QUEEREST OF HAILSTONES.

Phenomenal Showers in Various  
Parts of the Country.

Humboldt, the great scientist and an undisputed authority on atmospheric as well as other natural phenomena, tells of a hailstorm which passed over Tuscany on March 14, 1813, every ice globule of the entire fall being of a beautiful orange color. Five years prior to that extraordinary event, Carriola, Germany, was treated to a fall of five feet of blood-red snow. This was followed by a fall of blue hail, which is said to have given "the whole face of nature an exceedingly curious aspect."

Red hailstones fell in Amsterdam in 1726, at London in 1663 (during the time of the great plague), and at divers places in Ireland and France during the early part of the present century.

In 1823 a monstrous hailstone fell at Munson, Mass. It is described in the Waltham Register of July 15 of that year as follows: "Extremes, four feet long, three feet wide and two feet thick. After the rough part of the body had been removed there remained a clear, solid block of ice two feet three inches long, one foot and six inches wide and one foot and three inches thick."

The most extraordinary hailstorm of history, as far as the queer shapes of the hailstones were concerned, was that which occurred on the Wadi Oasis in the Desert of Sahara in 1851. The individual ice chunks were of all imaginable forms. There were wheels with four, six and eight spokes, dumb-bells large and small, triangles, cylinders, both solid and hollow, some of the solid ones being as much as six inches in length and not larger in diameter than a lead pencil. The common round hailstone congealed together in their descent, forming into fantastic pyramids, like of the old pictures of the piled up cannon balls; some look upon themselves the forms of gigantic bunches of grapes, and other masses "fell in the shape of necklaces, crowns, crosses, etc."

In a hailstorm in Wisconsin in 1886 the individual stones were of many odd shapes and forms. Some were shaped like ginger snaps, others like watches, loaves of bread, etc.-St. Louis Republic.

-From the Wood River Times of Hailey, Idaho, November 17, 1896

## THAT SHOWER OF CLOTTED BLOOD

There are hundreds of "bloody showers" and "red snows" recorded in the meteorological history of the world, but the most remarkable fall of matter from the heavens was that which occurred near a place called Eurole, near a river of the same name, in Lauren District, SC, in September, 1842. On a certain day when a cotton picker named Ingelow and his two sons were at work the ground around them was literally spattered with great chunks of red gelatinous matter, which looked like "liverd" blood. The occurrence is still referred to in that country as "the shower of clotted blood."

-From the Times of Coalville, Utah, of November 27, 1896

## A SHOWER OF ANIMALS

On the 20th of September, 1839, an English officer residing in the neighborhood of Calcutta, saw a quantity of live fish descend in a smart shower of rain. They were about three inches in length and all of one kind. Some, falling on hard ground, were killed; some, which fell on soft grass, continued to live. "The most strange thing which struck me in connection with this event," said the officer, "was that the fish did not fall helter-skelter, everywhere, or here and there; they fell in a straight line, not more than a cubit in breadth." Shortly after this event, at a village near Allahabad, 3000

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or 4000 fish were found on the ground, of a well known species, and about a span in length, but all dead and dry. The instances are more numerous than most observers would suppose of animals falling to the ground in the manner of rain. Not only fish, but frogs, insects and even rats, have fallen at different times. The apparent phenomenon is probably due to the action of a whirlwind or water-spout, which sucking up colonies of these small creatures into the air, carries them to a distance and deposits them, as trees and even human beings have been similarly carried and deposited by the force of a great hurricane. Superstitious folk readily attribute such extraordinary occurrences to supernatural agencies, but the scientific explanation is undoubtedly the correct one.

-From the Teller of Lewiston, Idaho, December 10, 1896

#### A Shower of Birds.

One day last week early risers in Baton Rouge, Louisiana, witnessed a peculiar sight in the shape of a shower of birds that fell from a clear sky, literally cluttering the streets of the city. There were wild ducks, cat birds, woodpeckers and many birds of strange plumage, some of them resembling canaries, but all dead, falling in heaps along the thoroughfares the singular phenomenon attracting many spectators and causing much comment. The most plausible theory as to the strange windfall is that the birds were driven inland by the recent storm on the Florida coast, the force of the current of air and the sudden change of temperatures causing death to many of the feathered creatures when they reached Baton Rouge.

-From the Central Nevadan of Battle Mountain, Nev., December 17, 1896

#### Science and Showers of Blood

No phenomena of nature have excited more widespread consternation in either ancient or comparatively modern times than the so called "rains of blood." The people of antiquity regarded such occurrences as fire wanderings and portents, and in the present century their occasional happenings have given rise to much wonder, and, in some cases actual fear. However, modern science has been able to cope with the "blood rain" question just as it has with many of the other knotty problems which bother the wise heads of older times. The meteorologists of these latter days have been able to ascertain the causes which produce these remarkable precipitations, and have accounted for them by giving reasons which prove such showers to be very commonplace phenomena.

In 1670 there was a "rain of blood" at Turin, and in 1701 such a shower was reported along the Mediterranean. According to the ancient wondermongers such phenomena were comparatively common during the Dark Ages in all parts of Europe, but the accounts of them which have been preserved are so meager as to be of no value whatever to the compiler of data on odd things in nature.

In 1811 a "bloody rain" fell in Paris, and it is from this "fall" that we get our first scientific data on such occurrences. Everybody in the French capital was badly scared except one hard headed old physician named Louis Dumont. He calmly collected some of the crimson fluid and made a careful microscopic examination of it. He found that it was really red, but the cause was not one to make one quake with superstitious fear-in fact, he found that the fluid was literally teeming with millions of blood red animalcules.

Since 1811 there has been dozens of bloody rains in different parts of the world, but in all of them the fluid has been found to be colored with either vegetable, animal or mineral matter. This being the case, they no longer excite superstitious fear among any people except the most ignorant and degraded.

-From the Times of Coalville, Utah, of December 18, 1896

Residents of the western portion of Louisville and of Shippingport, Ky., enjoyed an unusual spectacle on a recent morning, when the air was clear and cold and very light, and the sun shining. As it is described, suddenly large balls of pure, crystallized frost, shaped after the form and size of thistle-bloom balloons that children use as playthings, began falling in profusion and before the shower abated the ground was covered with frost balls. They pretty visions came down slowly and

lighted on the ground so easily that the small arms that extended from the center of each ball were not broken." Some persons caught the balls on dishes.

-From the Beacon of Aurora, Ill., March 6, 1897

#### A Shower of Ice

A curious story is related in the Philosophical Transactions: Her majesty's ship Simoon was two days out from Cape Good Hope, when a squall came up which precipitated a veritable shower of ice. In his report Capt. Blakiston says: "It was not a hailstorm at all, but a shower of irregularly chipped pieces of solid ice of different dimensions, some of them as large as a paving brick."

-From the Mining News of Florence, Wi., March 20, 1897

#### Toads Hatched in a Cloud.

On July 26, 1896, there was a veritable "shower of toads" near the city of San Jose, Costa Rica. The toads, which were very small, were actually falling from the clouds, and several of them were caught in sugar vats, up turned umbrellas, etc.. Some of these wonderful little storm born toads were not much larger than a fly, and still showed the tadpole tail, showing that at the time they were precipitated from the clouds they were very near the period of metamorphosis. A synopsis of an explanation of this wonder given by the Paris Academy of Science is as follows:

"Either solar evaporation or whirlwind had carried the frog or toad spawn up into the region of the clouds. The spawn floated about with the condensed watery vapor for some days, and finally hatched there! The little animals lived and went through the various stages of the embryonic frog while in the clouds, and were finally precipitated to the earth when the cloud that bore them was resolved into rain."

-From the Express of Knoxville, Ia., March 31, 1897

#### Was Hit by a Missile From the Sky.

Niles, Mich., March 25.-C. F. Earle, living near Sodus, has had a narrow escape from death by a missile which apparently came from the sky. He was working in the woods and heard something whiz by his head. At first he thought it a stray bullet. After a search he discovered a hole in the ground, and digging down several feet brought up a piece of copper almost red hot. The piece is about three inches in diameter and it is so soft it can be dented with a finger. Mr. Earle thinks it is some meteoric substance.

-From the Cameron Co. Press of Emporium, Pa., April 1, 1897

#### Rain Millions of Worms.

The most extraordinary feature of the present storm was a shower of fish worms which occurred at an early hour this morning on High street between Velmar street and Spencers Shoe factory. The wigglers were rained down in millions and literally covered the walk. Those who had an occasion to walk can not help treading on dozens of them at every step.

Some of the know it alls claim that the worms were washed out of the ground by the rain fall, but others just as good at lying claim to have seen them come squirming down in the great drops of water and fall upon the sidewalk.

-From the Gazette of Burlington, NJ., April 9, 1897

#### Worms Rained Down

There is no longer an existing doubt that the worms seen on the black walk, on south High street, were rained from the sky. At first it seemed incredulous, and the old folks said in one voice that they worked out on the ground like all sensible worms do when the spring rains fall.

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It now turns out that many ladies in different parts of town, and particularly on south High street, put out pans and basins to catch the soft rain water, and to their surprise found, when the shower was done, that the vessels were full of worms. If these worms did not come from the sky, then where did they come from?

-From the Gazette of Burlington, N.J., April 15, 1897

A QUEER DEPOSIT  
A Yellow Substance Left After the Rain  
of Yesterday Evaporated.

People in Lynchburg were very much exercised on yesterday by the discovery when the sun arose of a yellowish deposit resembling sulphur covering the ground and roofs of houses. It looked very much as if Jack Frost was suffering with an attack of yellow jaundice.

It will be remembered that at about 12 o'clock Sunday night, quite a brisk wind sprang up, and was succeeded toward morning by a smart shower. As the water left by the rain evaporated, the yellow deposit was left behind. In places where there were pools, the substance was left in sufficient quantities to be scraped up. By some it was thought to be pollen blown by the wind from the millions of blooms now covering the trees all over the country, but this theory was exploded by the fact that the deposit was entirely mineral and was very gritty. Pollen is as soft as flour and contains no grit whatever.

A gentleman who had advanced a number of explanations, all of which were proved by his listeners to be groundless, at last in desperation suggested that the airship which was reported to have been seen in this vicinity had "busted." Another gentleman stated that the milk which he drank for breakfast has tasted of sulphur, and that he thought that when mysterious airships were flying about in the heavens and sulphur falling from the skies, it was high time to pray.

On the tin roofs of the stores along Main street the yellow deposit was particularly plain, and the gutters where rain fell in thicker quantities, were lined with it. An effort will be made to have the substance analyzed.

-From the News of Lynchburg, Va., April 27, 1897

A SHOWER OF WORMS.

It is an old story that the early bird catches the early worm. If all the people of Palmyra were out of their beds when they ought to be (this included the editor) they would have witness a phenomenon that never occurred before in the memory of man, and is not likely to occur again. We allude to the shower of a new species of angle worms, at least new in these parts. The early risers on stepping out doors Friday morning discovered the ground literally covered with worms, also all tubs set to catch rain, every pan set with chicken food, etc.. The worms on examination proved to differ from our native angle worm, and Capt. McDonald, an expert fisherman as well as gardner declared them to be gill-edged so named because of yellow or golden spot on end of worm, also yellow rings. The Captain goes on to state that these worms are favorite food for trout when the water is slightly muddy after rain. They are the identical worm, he states, with which he used to catch those speckled beauties in Poule A-Foske, Co., Wicklow, Ireland. They only thrive in the richest kind of soil, and as the soil in the immediate vicinity of Palmyra is rather light the question arises where did they come from? Did they drift in a cloud across the deep blue sea? It was noticed that as fast as possible they disappeared in the earth.

If they will only live and multiply here what a boon it will be to our fishermen, as the streams around here abound in trout, and the gilt-tail is it's favorite dish. It looks as if Providence had a hand in the matter.

(As before stated the editor failed to be up betimes and missed the sight; hence he is indebted to a friend for these particulars.)

-From the Enterprise of Palmyra, Wi., April 29, 1897

A Rain of Blood

A singular phenomenon was recently witnessed in Melbourne, the capital of the Australian colony of Victoria, which may be not unfairly described as a rain of blood descending upon the city. An enormous cloud of reddish dust, pear shaped, and rising hundreds of feet in the air, was seen approaching from the northwest. A gust of wind cleft it in half, and one of the halves was whirled away, missing the town. The other half, however, came straight on, and, when half over the city, got mixed up in a heavy shower. In consequence, trees, pavements, windows, hats and coats were splashed and spotted with a red, blood like stuff, very uncanny to the eye, though nothing worse in substance than terra-cotta colored mud. Huge dust clouds and blinding dust storms are common enough in Australia. In the far interior, heated, dust laden air is sometimes whirled or sucked up thousands of feet-an extraordinary sight. Nothing so delightfully mediaeval and ominous as the "rain of blood" has, however, been seen in Melbourne for 20 years.

-From the Register of Oak Park, Ill., April 30, 1897

It is reported that a shower of sulphur fell at Harrisburg one night last week. The legislature has not accepted this remarkable warning, but still remains in session.

-From the Democrat of Clarion, Pa., May 13, 1897

A PASTURE FULL OF FISH.  
Farmer Living Near New London Makes a  
Surprising Discovery

Special to the Plain Dealer.

New London, May 15.-After one of the heavy storms of the week Mr. George Yarker, a farmer living near New London, described that a part of a field near the house was covered with fish. The field was used as a pasture, and on a space covering nearly an acre of ground were found hundreds of fish, all of one variety, what are commonly called "bull-heads," ranging in length from one to six inches. Yarker lives a mile from any stream. The occurrence is explained by the fact that a large water-spout burst over the field.

-From the Plain Dealer of Cleveland, O., May 16, 1897

MISCELLANEOUS

The Daily Tribune of Salt Lake City, Utah, of November 29, 1897, ran a very long article titled "SUPERSTITIONS OF MINERS." It dealt with the beliefs and legends of the mining communities. The majority of the article dealt with the tales of little people seen in the mines. "The gnomes or subterranean spirits were those supposed to guard the treasures of mines. Munster, who was an expert on all such matters, says of the gnomes of the mines: 'These are commonly seen about mines of metals, and some of them are noxious; some again do no harm. The miners in many places account it good luck, a sign of treasure and rich ore, when they see them. There are two notable kinds of them,' says Munster, 'which inhabit mines of the precious metals, the Kobali, which frequent and rule over mines of silver, and Getuli, that dwell in and guard the gold mines. Both are clothed after the manner of metal-men, and will many times imitate their works.'

"Paracelsus speaks of these gnomes as being 'little men about two feet high,' and says they are numerous in the German silver mines, 'where they do walk about in little coats of green and wearing on their heads caps of red velvet. Their office,' he says, 'is to keep treasure in the earth, that it be not all at once revealed. '"

In Germany, the gnomes were called "Kobalds" and were held responsible for everything that went wrong in the mine and to the miners. It was said that the lamp of a Kobald would enable a person to go in any direction through solid rock. Here the article gave the story of a miner who is said to have possessed such a lamp.

"In the tin mines of Cornwall, which are even older than the silver mines of Germany, they have a race of goblins called 'Knockers.' These frighten the miners at times by knocking on the walls, groaning and sighing. At other times knockings are heard accompanied with rushing sounds as of something passing through the air from place to place, and soon after some accident occurs by which lives are lost."

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.

-From the Nebraska State Journal of Lincoln, Neb., March 8, 1897

(This article was in very wide circulation. The above was the earliest copy that I have of it. It appeared in the Dallas (TX) Morning News of April 3, 1897. During the middle of April, it appeared in many Mid-western newspapers, both small and large papers. By late April, it had appeared in newspapers all over the country. Several of the newspapers indicated that it had been taken from the Boston Post of an undated issue.)

Pekin has a sensation. A year ago Friday a man named Wallace was hanged there for the murder of his sister. A week ago, when the warm rains fell the grass took on a green hue all over the court house square and over the space where the stockade had stood, except over the spot occupied by the gallows, which is barren, and presents the exact outlines of a woman's face, with hair streaming in disarrangement down her neck. It is said to be a splendid likeness of the murdered woman.

-From the Republican of Bradford, Ill., March 25, 1897

A VISIT FROM THE DEVIL  
How His Satanic Majesty Once Made His  
Appearance In Bungay.

A rare pamphlet in the library of the editor of a department of The Republic bears the following quaint title: "A Strange and Terrible Wunder Rought Verie Lately In the Parish Church of Bungay-nawely, on the fourth of thys August in the Yeere of our Lorde 1577." The story, stripped of



the quaint language in which it is couched, and briefly told, is as follows: A storm of extraordinary fury raged during divine services in the church alluded to; rain fell in torrents, and the lightning flashed "blue, red, green and in a mixture of indescribable colors," while the thunder peals "not only disquieted men and dumb creatures, but senseless things devoid of all life and feeling trembled and shook with terror."

While the tempest was at its height, a fiend from the lower regions appeared in the midst of the terror stricken congregation. The account says: "It was in form, as well as could be discerned, of an enormous dog, of black color, the sight whereof, together with the fearful flashes of fire which then were seen, moved many minds to the belief that the end of time had come, and that doomsday was upon us. The evil one, for he it was in such strange likeness, ran with extraordinary speed into that portion of the church where the majority of the congregation was seated. In doing so it passed between two persons who were upon their knees in the attitude of prayer, grasped and wrung the necks of both in an instant, so that they died presently as they knelt. As he passed by another he gave him such a grip on the back that he was drawn together and instantly shrunken up like a piece of leather scorched in a hot fire."

Leaving the church at Bungay, the devil is said to have "flown with a greate noise and rustling" to the church at Blibery, seven miles away. He was seen to alight upon the roof and to instantly pass through it, dropping from the vaulted ceiling upon the heads of three persons (two men and a boy,) who were all instantly killed, "beying scratched bye the horyd thing and burned to nearlie a cracklyng."

The "Book of Wondrous Visitations," published in 1697, 110 years after the events mentioned above, says that the prints of the devil's claws where he ran down the aisle of the Bungay church were then still plainly to be seen.—St. Louis Republic.

—From the Hub of Stoughton, Wi., March 26, 1897

#### 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 housebreaker. 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 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.

—From the Daily Times of Warsaw, In., April 8, 1897

The Times of Richmond, Va., of April 11, 1897, ran a very lengthy article concerning early hollow earth theory.

#### A STRANGE CASE

Woman in Ireland Who Changes  
Color Every Year.

A remarkable freak of nature is occasionally seen on the streets of Clough Mac-nai, Ireland, in the shape of a woman who was born black in Jamaica about 45 years ago. The woman, according to the Cincinnati Enquirer, says that she remained with the characteristic negro color to her skin until she was 22 years of age, when she began rapidly turning white, the complete transformation being made in less than three months.

She remained white for about a year and then turned black again, but more slowly than the white transformation had come upon her. When this second change in skin color took place she was sure that

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or 4000 fish were found on the ground, of a well known species, and about a span in length, but all dead and dry. The instances are more numerous than most observers would suppose of animals falling to the ground in the manner of rain. Not only fish, but frogs, insects and even rats, have fallen at different times. The apparent phenomenon is probably due to the action of a whirlwind or water-spout, which sucking up colonies of these small creatures into the air, carries them to a distance and deposits them, as trees and even human beings have been similarly carried and deposited by the force of a great hurricane. Superstitious folk readily attribute such extraordinary occurrences to supernatural agencies, but the scientific explanation is undoubtedly the correct one.

-From the Teller of Lewiston, Idaho, December 10, 1896

#### A Shower of Birds.

One day last week early risers in Baton Rouge, Louisiana, witnessed a peculiar sight in the shape of a shower of birds that fell from a clear sky, literally cluttering the streets of the city. There were wild ducks, cat birds, woodpeckers and many birds of strange plumage, some of them resembling canaries, but all dead, falling in heaps along the thoroughfares the singular phenomenon attracting many spectators and causing much comment. The most plausible theory as to the strange windfall is that the birds were driven inland by the recent storm on the Florida coast, the force of the current of air and the sudden change of temperatures causing death to many of the feathered creatures when they reached Baton Rouge.

-From the Central Nevadan of Battle Mountain, Nev., December 17, 1896

#### Science and Showers of Blood

No phenomena of nature have excited more widespread consternation in either ancient or comparatively modern times than the so called "rains of blood." The people of antiquity regarded such occurrences as fire wanderings and portents, and in the present century their occasional happenings have given rise to much wonder, and, in some cases actual fear. However, modern science has been able to cope with the "blood rain" question just as it has with many of the other knotty problems which bother the wise heads of older times. The meteorologists of these latter days have been able to ascertain the causes which produce these remarkable precipitations, and have accounted for them by giving reasons which prove such showers to be very commonplace phenomena.

In 1670 there was a "rain of blood" at Turin, and in 1701 such a shower was reported along the Mediterranean. According to the ancient wondermongers such phenomena were comparatively common during the Dark Ages in all parts of Europe, but the accounts of them which have been preserved are so meager as to be of no value whatever to the compiler of data on odd things in nature.

In 1811 a "bloody rain" fell in Paris, and it is from this "fall" that we get our first scientific data on such occurrences. Everybody in the French capital was badly scared except one hard headed old physician named Louis Dumont. He calmly collected some of the crimson fluid and made a careful microscopic examination of it. He found that it was really red, but the cause was not one to make one quake with superstitious fear-in fact, he found that the fluid was literally teeming with millions of blood red animalcules.

Since 1811 there has been dozens of bloody rains in different parts of the world, but in all of them the fluid has been found to be colored with either vegetable, animal or mineral matter. This being the case, they no longer excite superstitious fear among any people except the most ignorant and degraded.

-From the Times of Coalville, Utah, of December 18, 1896

Residents of the western portion of Louisville and of Shippingport, Ky., enjoyed an unusual spectacle on a recent morning, when the air was clear and cold and very light, and the sun shining. As it is described, suddenly large balls of pure, crystallized frost, shaped after the form and size of thistle-bloom balloons that children use as playthings, began falling in profusion and before the shower abated the ground was covered with frost balls. They pretty visions came down slowly and

lighted on the ground so easily that the small arms that extended from the center of each ball were not broken." Some persons caught the balls on dishes.

-From the Beacon of Aurora, Il., March 6, 1897

#### A Shower of Ice

A curious story is related in the Philosophical Transactions: Her majesty's ship Simoon was two days out from Cape Good Hope, when a squall came up which precipitated a veritable shower of ice. In his report Capt. Blakiston says: "It was not a hailstorm at all, but a shower of irregularly chipped pieces of solid ice of different dimensions, some of them as large as a paving brick."

-From the Mining News of Florence, Wi., March 20, 1897

#### Toads Hatched in a Cloud.

On July 26, 1896, there was a veritable "shower of toads" near the city of San Jose, Costa Rica. The toads, which were very small, were actually falling from the clouds, and several of them were caught in sugar vats, up turned umbrellas, etc.. Some of these wonderful little storm born toads were not much larger than a fly, and still showed the tadpole tail, showing that at the time they were precipitated from the clouds they were very near the period of metamorphosis. A synopsis of an explanation of this wonder given by the Paris Academy of Science is as follows:

"Either solar evaporation or whirlwind had carried the frog or toad spawn up into the region of the clouds. The spawn floated about with the condensed watery vapor for some days, and finally hatched there! The little animals lived and went through the various stages of the embryonic frog while in the clouds, and were finally precipitated to the earth when the cloud that bore them was resolved into rain."

-From the Express of Knoxville, Ia., March 31, 1897

#### Was Hit by a Missile From the Sky.

Niles, Mich., March 25.-C. F. Earle, living near Sodus, has had a narrow escape from death by a missile which apparently came from the sky. He was working in the woods and heard something whiz by his head. At first he thought it a stray bullet. After a search he discovered a hole in the ground, and digging down several feet brought up a piece of copper almost red hot. The piece is about three inches in diameter and it is so soft it can be dented with a finger. Mr. Earle thinks it is some meteoric substance.

-From the Cameron Co. Press of Eaporium, Pa., April 1, 1897

#### Rain Millions of Worms.

The most extraordinary feature of the present storm was a shower of fish worms which occurred at an early hour this morning on High street between Velmar street and Spencers Shoe factory. The wigglers were rained down in millions and literally covered the walk. Those who had an occasion to walk can not help treading on dozens of them at every step.

Some of the know it alls claim that the worms were washed out of the ground by the rain fall, but others just as good at lying claim to have seen them come squirming down in the great drops of water and fall upon the sidewalk.

-From the Gazette of Burlington, N.J., April 9, 1897

#### Worms Rained Down

There is no longer an existing doubt that the worms seen on the black walk, on south High street, were rained from the sky. At first it seemed incredulous, and the old folks said in one voice that they worked out on the ground like all sensible worms do when the spring rains fall.

she had returned to her original color, and would remain that hue during the balance of her life, but it was only a few short months until she was again as white as an Albino. Since that time the changes have yearly taken place, the woman being black one summer and white the next. She suffers no pain whatever.

-From the Advocate of Manawa, Wi., April 29, 1897

The "Wago Owanahan"  
A Mysterious Light that Hangs in a  
West Virginia Canyon.

An old time West Virginia wonder is again causing quite a discussion among the reading and thinking people of Wyoming and adjoining counties. The "wonder" referred to is a mysterious light which has been known since times almost prehistoric as the "Wago Owanahan."

This phenomenal lights says the St. Louis Republic, appears to emanate from a certain spot on the precipitous sides of the great Pat West Canyon. It casts it's ghostly sheen across the waters of the river, lighting the surroundings not with a "sickly, pale, white light," but with a phosphorescent glow of sufficient brightness to make the reading of a newspaper or a book possible on the darkest night. According to some investigators of the Wago Owanahan the light does not emanate from any spot on the canyon's side, but hangs out over the river, like a luminous cloud or fog. This appears to have been the case at the time when Professor Tohlure and Mr. I. E. Christian-the later of Oceana, West Virginia-visited the spot. On the 15th and 16th of last February an expedition, headed by Mr. Christian, again visited the Wago Owanahan. Snow was falling rapidly at the time, and Mr. Christian says that every flake when it reached a height of about 200 feet above the water, "would blaze out with dazzling brightness" and remain luminous until it reached the surface. A scientific investigation of the phenomena will be made.

-From the Tribune of Chanute, Ks., May 7, 1897

"While all the rest of the people are out nights trying to see the flying machine, H. W. Bissell is telling his friends of a remarkable experience he had the other day. He was out hunting and in passing a corn field, saw some strange object over in the center. The thing looked like an enormous bird, and it was with a great deal of caution that he began to steal up on it in order to get a good shot and bag it if possible. When he got within about eighty yards, imagine his astonishment to see the thing gradually begin to ascend and as it went up it spread it's wings, which were about fifty feet in length, and as it got under headway it flew through the air very rapidly. When Mr. Bissell had reached the place where this flying machine had been resting his surprise can be surmised to discover a large nest and in it an egg of immense proportion. The egg measured three feet and eight inches in diameter and was still warm. He immediately drove his wagon up, and after considerable difficulty, succeeded in getting it into the vehicle. He brought it home and began work on an incubator in which he hopes to hatch the egg, which he is satisfied will produce a young flying machine.-Pocahontas Record."

-From the Globe of Gilmore City, Ia., of April 22, 1897

## APPENDIX B

As was mentioned in chapter 1, a reproduction of the many articles relating to electric balloon or electric "star" stories might be of interest. The following reproduces these articles. They are in chronological order. It should be noted that a great many came from the New England area. This is felt to be important in relation to the absence of airship reports from that area.

### CITY EXCITED OVER A STAR FOLKS THOUGHT VENUS WAS AN ELECTRIC LIGHT AT PITTSBURG. SOME

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 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 considerable 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 "them take it down," being unaware Venus sat 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.

-From the Patriot of Harrisburg, Pa., of January 25, 1897

### MT. WASHINGTON Electric Light on the Summit Visible on Clear Nights

For the past two or three nights a remarkably bright star has been observed near the northwestern horizon by many people who have watched its strange movements with much wonderment. The queerest part of the movement of the "star" has been that about 9 o'clock it would rapidly sink out of sight going down so much faster than the other stars. The star attracts attention not only on account of its peculiar movements but by its great brilliancy, being brighter and clearer than any other star in the heavens. But as a matter of fact the "star" is not a star at all, but it is an immense electric light high above the earth and miles and miles away. Just now a series of experiments is being made by some government engineers in long distance signalling. One party of the men is located on Mount Washington and the other on a hill on the coast beyond Bar Harbor. Every clear night between the hours of 8 and 9, balloons to which are attached powerful electric lights are sent up and by the different movements of these lights the signals are transmitted across the whole State of Maine. The light which is visible here is sent up about three miles above the top of Mount Washington and consequently over four miles above sea level and is easily seen here.

-From the Advertiser of Portland, Me., March 19, 1897

The appearance of the large star like a luminous body that at intervals for some time past, has been seen in the early evening near the western horizon, the erratic actions of which have been a source of comment, being hung out and taken in in a manner greatly at variance with the laws of nature, is at last explained. The "star" which at first was said to be a result of the labors of Edison to produce artificially a rival of the stars that stud the heavens, is, we are told, no achievement of the Wizard, but according to the Waterville Mail is an immense electric light high above the earth and miles and miles away. A series of experiments were being made by some government engineers in long distance signalling. One party of the men was located on Mount Washington and the other on a hill on the coast beyond Bar Harbor. Every clear night between the hours of 8 and 9, balloons to which are attached powerful electric lights are sent up and by the different movements of these lights the signals are transmitted across the whole State of Maine. The light which is visible here is sent up about three miles above the top of Mount Washington and consequently over four miles above sea level and is easily seen here.

-From the Sentinel of Eastport, Me., of March 24, 1897

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 purpose 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.

-From the Gazette of Green Bay, Wis., of March 25, 1897

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.

-From the Commonwealth of Fond du Lac, Wis., March 25, 1897

The present beautiful evening star, the planet Venus, will be at its greatest brilliancy next Sunday. After that it will begin to decrease in size. The remarkable beauty and brightness of this evening star the past two weeks has led to the perpetrating upon a lot of North Adams people who are not much acquainted with astronomy of quite an amusing practical joke. When the planet was lower in the sky in the early evening than it is now some one started the story that it was not a star at all, but a monster electric light sent up many miles into the air from the General Electric works at Schenectady, N. Y.. The story spread all over town, and was believed by so many that men were seen on the street corners gazing "at the big light," and one man solemnly announced to his fellow workmen one morning that he had watched it for a long time the night before and it had taken twenty-five minutes to pull the light down. Some of the men who believed this story about the big electric light ought to have known better, and if they have a spare half hour they might now figure out how high up in the air above

Schenectady the light must have been for it to be seen from this city barely above the Taconic mountains.-North Adams Democrat.

-From the Sun of Pittsfield, Ma., March 25, 1897

The Mt. Washington Light

To the Editor of the Advertiser:

For goodness sake, don't you know the evening star from a balloon? Look for it a little south of west at 6:30 o'clock, and follow it till it sets in the northwest a few hours later. It sets somewhat near Mt. Washington but still a good ways to the left.

I've been watching for that light for some time but have not seen it yet.

Jack

-From the Advertiser of Portland, Me., March 26, 1897

#### THE NEW "STAR"

Every clear night between the hours of 8 and 9, a very bright "star" is said to be seen in the vicinity of Mt. Washington. The queerest thing about it is that the star sinks down and disappears about 9 o'clock, going down much faster than common stars. But as a matter of fact, says the Portland Press, the "star" is no star at all, but it is an immense electric light high above the earth and miles and miles away. Just now a series of experiments is being made by some government engineers in long distance signalling. One party of the men is located on Mount Washington and the other on a hill on the coast beyond Bar Harbor. Every clear night between the hours of 8 and 9, balloons to which are attached powerful electric lights are sent up, and by the different movements of these lights the signals are transmitted across the whole State of Maine.

Will not some of the students of the high school interested in astronomy look up the new "star?"

-From the Register of Hallowell, Me., March 27, 1897

#### 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 traveller 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 four miles 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 fellow's story and went out to see the big 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.

-From the Daily Mining Journal of Marquette, Mi., March 29, 1897.

#### Ishpeming and Vicinity

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."

-From the Daily Mining Journal of Marquette, Mi. March 30, 1897

THERE IS NO STRING TO IT  
Venus, the Evening Star, is not Controlled by St. Paul

People

Some wag 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 wag, "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.

-From the Daily Tribune of Iron Mountain, Mi., March 30, 1897

Wolverine Tichbits.

Menominee--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.

-From the Evening News of Detroit, Mi., March 31, 1897

Venus Was Bright.

Venus was more than bright in the western sky last night. A large number of our fellow citizens deluded by the fairy tales which have appeared in some of our contemporaries about mammoth electric search light suspended by a block and tackle let down from the upper part of the courts of heaven, stood on street corners watching it. Venus, however, never winked nor blushed.

-From the Daily Eastern Argus of Portland, Me., March 31, 1897

THE EVENING STAR

The brilliance of Venus during the last two months has attracted general attention and has caused many persons not conversant with astronomical matters to imagine that a new celestial visitant had appeared in our system. As she has hung upon the western horizon her great effulgence and apparent increase in magnitude have given her almost the appearance of a radiant globe of softly glowing fire, and inquiries have actually been made whether this beautiful light in the heavens was not the result of new electric experiments made by Mr. Edison. The "Wizard of Menlo Park" has done many wonderful things, but he has not yet created a star. As The Sun has explained several times during the last two months, this is a period of great brilliancy with Venus. There is nothing new or irregular in these manifestations. It is the lady planet's time for being bright--possibly her gay season, when the heavenly bell arrays herself in her finest jewels and puts on the most dazzling robes of glory she can find in the sky. According to a recent astronomical theory, she is dead, but, if this be true, it is clear that she is still beautiful in death and that "e'en in her ashes live her wonted fires."

-From the Sun of Baltimore, Md., April 1, 1897

(The above editorial also appeared in the Daily Republican of Pottsville, Pa., of April 10, 1897.)

Venus, the evening star, so prominent now in the western sky after sunset, has lately been mistaken by many for an electric signal light said to be elevated three miles above Mount Washington. The story that such a light was being used for signaling purposes we believe originated with one of the Portland papers, and many point to proud and blazing Venus with the remark that it is not a star



but a powerful signal light. It seems rather a joke on folks who have been inclined to credit the idea.

-From the Telegraph of Brunswick, Me., April 2, 1897

#### DOVER AND FOXCRAFT LOCALS

Many of the townspeople have been deceived by the exceeding brilliancy of Venus and think it is an electric light sent up from Mt. Washington and the worst part of it is that they won't be undeceived. One of the members of the Foxcraft school committee was explaining all about it to a couple of men and got real indignant because another man said it was a star. This is only one of many similar cases.

-From the Commercial of Bangor, Me., April 2, 1897

Venus, the beautiful evening star which has shone so brightly in the western sky for several evenings, has attracted much attention from residents of Rockport and vicinity. Some took it to be a searchlight suspended from a balloon sent up from St. Louis.

-From the Journal of Rockport, In., April 2, 1897

The Herald of Chippewa Falls, Wi., of April 2, 1897, carried the articles titled "THERE IS NOT STRING TO IT" as it appeared in the Iron Mountain (MI) Daily Tribune of March 30, 1897, with the following change in the first paragraph only: "Some wag started the story in Marinette, says the Marinette Eagle, that the bright evening star....". This same variation appeared in the Herald of Rhinelander, Wi., of April 3, 1897.

#### A New Light

There has been considerable star gazing of late. Some man with no fear of the hereafter in his heart circulated a report that the United States government was conducting experiments with electric lights in St. Paul. A remarkably brilliant light was nightly sent up in a balloon to a height of three and one-half miles. The light was pointed out from the streets of Ishpeming. It was a very brilliant light. Many people saw at a glance that it was not a star. And, as advertised, at 9 o'clock it sank from sight.

The small boy told it at school, and the small boy is many and he is an absorbent of extravagant ideas. The story of the light spread very rapidly. Some of the older boys bet cigars on the correctness of the rumor that the light was electric. Some of the girls found excuse in this light to stray upon the high hills overlooking the city and where there were boys already looking, so that they might see the light disappear.

Venus is doing some great shining these evenings.

-From the Iron Ore of Ishpeming, Mi., April 3, 1897

#### A Foolish Hoax.

An Iron Mountain was fooled half the people of that town by a tale that every evening, at St. Paul, an electric light was hoisted to a height of two miles and they gazed at the evening star, Venus, now very brilliant, and agreed that it could not be a star and swallowed the hoax.

-From the Weekly Iron Post of Escanaba, Mi., April 3, 1897

#### SEE THAT BALLOON?

Everybody is Staring at Venus and Venus is Fooling Everybody  
Excepting the Mule Press.

Have you seen the electric balloon in the western sky? Nine out of ten men and women who parade the streets nowadays are excited over it. Some say that it is a comet, some a star, some a balloon lit by arc light, some a sign that the end of the world is nigh. Astronomers and the mule press say that it's Venus. You can't catch the mule press nowadays with electric search-lights or Maine jackasses southbound.

This electric light has been seen in the western sky for several weeks. It hung low over the horizon every night just after tea. Some said that it moved up and down and that its brilliancy changed from night to night. Everybody wondered, and, with the panicky habit of human nature, everybody concluded that the thing couldn't be short of wonderful and that anybody who said it was nothing but a common star of the heavens was off his base, mentally.

Bangor got interested, along with Kansas City, Omaha, San Francisco, Waterville, Stroudwater and Portland. The New York Sun, of Thursday, contained an item about the light as it appeared in Kansas, and said that there it was thought to be on an airship. This beat Bangor, which had never gone farther than a firm belief that the light was in a balloon on the top of Mr. Washington. It was stated positively that the light was in a balloon invented by Edison, and that it was in the hands of the United States government for experiment and signalling purposes. Inside of three days everybody knew this.

One Bangor man was sure that he saw, by the light of the balloon, a faint outline of the frame which sustained the machinery. Over in Waterville, the Mail, the only member of the mule press who was fooled, saw the light duck suddenly under the horizon, as if it had been pulled down with a rope. This caused a sensation in Waterville college and the Kennebec valley.

The New York Press had a letter from a state writer who had seen the light from up near Syracuse and who located a government experiment station near there. The Press gave him the marble heart and everybody in Maine sneered at the editor's brashness.

For some days the interest in the light has been growing more intense. Men would stop on the street corners to eye the sky eagerly, and children caught cold in the twilight in attempts to view it well.

The queer part of the whole thing, in Bangor, was that nobody thought to ask Prof. Chas. A. Young, the great astronomer, about the light. If they had, they would have received more light than the balloon was distributing.

As a matter of fact, according to the best evidence which can be obtained, the great light in the westerly sky is nothing more nor less than

"Venus, my beautiful Venus  
My guiding star,"

as they sing in "The Wizard of the Nile." Venus has been a charmer and a siren for years. That's why her married life was so unhappy. Years and years ago, she played tag with virtue and left her lame husband, Vulcan, the blacksmith, to live and love with Mars the Red. She was caught in the act but they shameface, didn't care a bit. She had a lovely girdle, 'tis said, and when she put it about her fragrant figger everybody in sight wanted her to waltz with him. Very likely she has just taken another turn with that girdle. It is the championship belt of the heavens. The rogue has caught the earth with it.

Venus is worthy of her name, at present. She is the most lovely object in the sky o' nights, and she is fully worth the attention which is being wasted on the Edison "balloon."

THE MULE PRESS SCOFFS

The associated mule press of Maine scoffs at the spectacle of respectable newspapers and their relations with the queen of the night. In the course of a somewhat bitter attack, the chief member of the amalgamation, the Argus, says:

"The story originated in a New York paper which said the light was over Niagara Falls, being used to advertise the power plant there.

"A Maine paper captured the story, making the seat of the light Mt. Washington and saying that it was suspended from a balloon and was connected with the 'signal service.'

"The Advertiser copied the item, whether in good faith or not, and the Daily Press, which believes everything it reads in the Advertiser, even to the extent of calling the speaker of the house of representatives, Thomas H. Reed, the other day just because the Advertiser happened to make the typographical error, reprinted the fake the next morning.

"The Argus knows a thing or two of astronomy, and also three or four things about the northern part of New Hampshire, and so did not print the item. Where we made our mistake was in not coming out the same day the Press printed it, and saying it was "guff" pure and simple. But we didn't, and now there's no end of a row.

"The Argus having nearly come to blows with some nice young ladies on the question, resolved to secure some expert testimony on the point. Accordingly, Mr. Barker, of Gorham, N. H., and Col. John T. Aaey, postmaster at Lancaster, were communicated with, being asked if they had seen the light and also whether there was any one on the mountain.

"Mr. Barker replied, 'Seen it? Yes, its the same old Venus that has been there ever since I was a kid. Anybody on Mt. Washington? Nit. They shut the mountain up last fall and haven't opened it yet.'

"Col. Aaey says that there has not been anyone on Mt. Washington since last November, and that there is no light there. Furthermore, he adds that the search light once there was taken to New York City two years ago.

"Some of the gullible journalists around this town ought to subscribe for stock to establish a pipe line to Mars, to run the water in her canals into the St. Lawrence River, where it will be needed."

-From the Commercial of Bangor, Me., April 3, 1897

#### ONLY QUEEN VENUS

The apparition of the airship which has in the last few weeks created a sensation in the west, is nothing but the planet Venus, seen in a fabric of clouds.

It is not the first time that mortals have been fooled by Venus. She is so brilliant that people have been known to refuse to believe she is a planet at all, but insist that it is some great electric light or balloon. A few years ago, when Venus was at her brightest, the managing editor of a New York daily sent a reporter to Orange to interview Edison on the electric experiments he was carrying on nightly at such a height as to be plainly visible in New York. It was the planet Venus.

Venus has been the queen of the spring skies. No star or planet has rivalled her, shining in the southwest during the early evening. Always bright and beautiful, during the last month she attained her greatest brilliancy, indeed, about March 21, when she attained her climax of splendor she could be seen at midday shining down when the sky was unclouded.

From now on Venus decreases in brilliancy and rapidly approaches the sun to be lost in its rays in April, closing her career as evening star on the 29th of this month. In the latter part of May she reappears in the morning sky, when if people arise early enough they may see their phantom airship once more.

-From the Arizona Republican of Phoenix, Az., April 3, 1897

#### VENUS MALIGNED.

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 purpose of some government observation. The story took and spread like the Indian 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 notion spread in the same way, and if this fake makes people think, it) will have done immeasurable good after all, besides furnishing a laugh.

-From the Journal of Milwaukee, Wi., April 6, 1897

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Some curious discussions and observations are reported in some of our neighboring towns concerning the planet Venus that now shines so brightly in the western sky at evening. In one village several of the male population assemble in one of the stores nightly and discuss Venus in her new electric role which, in the minds of many, she seems to be just now playing, and with complete success. Some of these observers say they have taken marks and find by actual measurement that Venus moves up and down in the heavens all within a few minutes, and more than all that, they actually see it move with their own eyes; and it is therefore no star at all, simply an electric light located on Mt. Washington.

-From the Express of Portland, Me., April 6, 1897

#### IT IS NO FAKE.

Rumors have been going the rounds of the press and sewing 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 Telsa 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 Clouche, 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 are possible to electrical engineers.

Mr. Clouche 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.

-From the Era of Berrien Springs, Mi., April 7, 1897

The Rockland Opinion thus disposes of the Mt. Washington electric signal yarn: "We need scarcely say that the lights are those of the planets that have shone in the heavens for a great many years--even since we can remember, in fact. But there are a considerable number of people in this city who cannot be made to believe it. They insist that the lights are clearly different; that one can see that they are quite near to the earth; and some claim to have seen them move and change their positions in the sky several degrees. Indeed, one runs some risk of personal violence in expressing doubt on the subject, so certain are those who hold to the Mt. Washington and Green Mountain theory. Every clear night, small groups may be seen on the streets and at windows watching the celestial illumination and discussing the matter. And when such a group is found, there is generally in it one or more devout believers in the electric light theory.

-From the Sentinel of Eastport, Me., April 7, 1897

#### A Light In the East.

The Augusta Chronicle says just now the people of New England are very much exercised over a brilliant light that is seen in the sky at night. Some of the more excitable and sensational observers of the mysterious light declare they have seen the light pulled down or suddenly lowered, and the belief is widespread that Mr. Edison is testing a new and remarkably brilliant light which he has discovered or invented. Some locate the displays or tests at Brooklyn, and the New England papers are receiving letters of inquiry from correspondents asking the meaning of the brilliant visitor in the sky. The New Bedford, Massachusetts, Standard says the "inquiries which have been made at this office and at various other newspaper offices in New England, reveal a curious ignorance and a carelessness of observation which is quite incomprehensible. That this delusion that the planet Venus was a light hung up in the sky by Thomas A. Edison has spread all over New England is hard to understand. Any person with a pair of good eyes and a reasonably developed faculty of using them two evenings in succession, ought to be able to see that the light in the west is not one that is put up and pulled down by man. The genesis of the mistake is a mystery. So far as we have observed, no newspaper has ever indorsed it, or given any countenance to it. On the contrary, the true nature of the appearance has been pointed out repeatedly. It is not even known that Mr. Edison is making an

exhibition of any particularly brilliant light. But all over New England brethren is pretty severe, but we think they are just. The Chronicle says "if this was among the negroes in some backwoods portion of the south it would be bad enough; but just think of the people of New England, the cultured east, in the state of Massachusetts where Boston is, taking the planet Venus for an electric light swung in the sky by Mr. Edison. This is very complementary to Edison, and it may not be any reflection upon Venus, but Massachusetts and the east! Just think of it! It is too bad! too bad!

-From the Times and Democrat of Orangeburg, SC, April 7, 1897

#### That Light.

Many New Londonites for several evenings were gazing at the brilliant evening star Venus, and remarking that it was an electric light attached to a balloon at St. Paul, for some government experiments. The fake took wings and spread like spilt molasses. No one of the victims stopping to think that it moved toward the west like other stars, and finally set like them. Nearly every observer swallowed the story whole.

-From the Press of New London, Wi., April 8, 1897

#### That Bright Star.

Menasha Press: The public is calling for an explanation of a bright light which appears in the western heavens each night fall. The illumination is most beautiful at times, but what or where it is has been a mystery.

Local astrologers maintain that Venus is playing a star role, with the population of the world as an audience. She is the evening star and due to appear at this time, but so brilliant has she been as she chases around after the sun, that puzzled residents look with awe as she takes her position in the firmament. Some say the star is a harbinger of evil, others declare the star of Bethelhem has returned.

There are some who believe the report which originate at De Pere, to the effect that the light was from an arc light which was sent up in the air two miles in a balloon at St. Paul, by the government. This, according to the latest advices, is not true. The bright light is Venus and it is at its brightest at present.

-From the Brown County Democrat of De Pere, Wi., April 8, 1897

#### THE WONDROUS LIGHT.

Here we find a Bangor newspaper gravely telling its readers about "the electric balloon which is said to be hanging nightly over Mt. Washington." It says that the only way in which the light can be explained is "that the government is signalling from Washington to Bar Harbor, Maine, with these electric lights"-and it declines to consider the denial of officials. As to the notion that the light is simply that of the planet Venus, it refuses to be taken in by any such nonsense. The appearance is, notwithstanding the explanation given above, somewhat of a mystery, for "it has been observed from Maine to New York, and nobody has yet been able to tell anything definite about it." That, by the way, is a mistake. We have heard a variety of "definite" explanations. One is, that it is displayed by Edison at his New Jersey home; another that it is on the top of a New York newspaper office; and another, that it is a beacon light on the coast of Florida. Any of these explanations is good enough, for people who are unwilling to accept the truth it is a greater wonder than either of them-the planet Venus.

-From the Standard of New Bedford, Ma., April 9, 1897

#### THAT NEW STAR.

It was a fake, starting in New York, and going the rounds of the New England press. The Portland Argus, which has done much to continue the continuances of the fake, resolved to secure expert opinion, which would settle the question, and appealed to a good authority in Gorham, NH, receiving this answer:

"Seen it? Yes. it's the same old Venus that has been there ever since I was a kid. Anybody on Mt. Washington? Nit. They shut the mountain up last fall, and haven't opened it yet."

-From the Register of Hollowell, Me., April 10, 1897

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The people in the east are hard to convince. In spite of the assurances in the newspapers that the light that was seen at this season so brilliant in the heavens is the planet Venus, a Bangor, Me., paper comes out with the positive assurance that it is an electric balloon sent up every night at Washington.

-From the Chronicle of Augusta, Ga., April 12, 1897

#### AN AIRSHIP "HEADLIGHT"

The people of several western cities have become a good deal excited on account of the reported appearance of an airship in the skies above them. The craft appears, we understand, in the evening, and most observers claim to have seen only its brilliant headlight shining through the air. Possibly they are not mistaken; but the tale looks suspiciously like a western version of the electric balloon over Mount Washington which they see in Maine, or the Edison signal alleged to be visible in Worcester, or the illumination of a New York newspaper office which dazzles New Bedford skygazers. But Venus is west of Kansas City and Omaha, and shines as brightly there as she does here.

-From the Standard of New Bedford, Ma., April 13, 1897

#### THAT BRIGHT STAR

Astronomer Bradford Explains the Light

Which Has Puzzled so Many People.

(Written for the Free Press.)

Scarcely does the sun disappear from the Western sky when a starlike-object looks out from the high-lights of the sunset picture and to the eye of the observer grows each moment more brilliant as the sun gradually withdraws itself from the scene. In the average person, this beautiful sight is sure to awaken pleasure, and few there are indeed who do not look upon the picture with intelligent appreciation.

Yet, there are still some who persist in their belief that instead of the evening star Venus, this brilliant object is nothing else than "an electric light sent up from Syracuse," or, as two men upon the streets of Boston explained it "a search light sent up from Troy, N. Y., by Tom Edison."

The mistake is an old one, and yet each return of the brilliant planet to the vicinity of the earth is sure to bring with it reports similar to those given above. From the inquiries received in respect to this object we cannot help believing that the error is common, and yet it is a natural one. There is all the brilliancy in this glowing star that is found in the arc-light, yet a careful observer will notice that there is a soft glow to the rays which is not found in the clean frosty light of the electric lamp. A strong imagination sees the evening star sway to and fro (?) as a balloon might do in the breeze; and, as a positive proof of this erroneous idea the observer can actually show that the balloon with its searchlight is being slowly hauled down.

-From the Free Press & Times of Burlington, Vt., April 13, 1897

#### It was a Good Joke

The fellow that started that story several months ago about Edison sending up an electric star in a balloon at Petersburg every night has the satisfaction of knowing that his joke spread all over the country and fooled lots of people. He has had numbers of people watching brilliant Venus every night, thinking it was "Edison's great electric star." Some persons in this vicinity even declare they could "see the star being pulled in" at night.-Register

(yes, and some of our people believe it too, but they do not now.-Editor.)

-From the Banner of Liberty of Libertyville, Md., April 15, 1897

One Belfast man, who took stock in the balloon on Mt. Washington business, says he tried most every man on Main street and offered to bet a dollar that it would go out at nine o'clock P.M. standard time, each evening, and could not find a man who would accept his bet. Now there is not a person in Belfast, who will not say "Well, I never took any stock in it any way. I knew it was Venus."

-From the Age of Belfast, Me., April 15, 1897

#### THAT EXPERIMENTAL STAR.

A local astronomer was heard to remark the other day in a joking way that he had not been able to work lately, so busy was he kept answering questions about the new Edison experimental star in the western sky. This object, about which quite a little interest has been excited, has according to accounts a wide and varied distribution, and is a singular example of the lack of observation of persons unaccustomed to such work. It is two or three months since the story was spread that Edison was experimenting with electric lights, and that it was his desire to learn how far he could signal from a balloon with an electric light. Sober people of Massachusetts have watched the decline in the western sky of this marvellous and brilliant light, and known it for the planet Venus, glowing with unwonted brilliancy, its thin crescent being discerned easily by any possessor of a small telescope. But there are other places besides Boston and Milton from which the planet Venus is visible in pleasant weather, places in fact for which an experiment in New Jersey failed to furnish the proper direction or point of the compass. Of course these people in other sections had to be accommodated and the base of operations must needs be shifted so that first the town of Maynard, Mass., was suggested as the point from which the experiments were conducted.

Finally, the people of Maine found time to divert their attention from matters of politics and temperance, and with the vague rumors of the experiment and the evidence of their own eyes that the object was there, where New Jersey could never hope to be, it was necessary to evolve some other story. In its new guise, it was a series of experiments made from a balloon floating a mile or two above Mount Washington, operated from its summit, and carrying signal lights which were to be read at Mount Desert. No one thought of the improbability of a winter party on our loftiest New England summit equipped with lights and balloons, and the item was soberly distributed as fact. Of course the West was not to be second in such a contest of ideas, so that the brilliant light, no longer in New Jersey or on Mount Washington, was given a new and ingenious form in the signal light of an air-ship, the predecessor of that one which is now agitating Chicago and Illinois.

Of course, everyone realizes that if Edison wished to know how far he could send a signal from a balloon, he would not even think of going to the bother and expense of getting a balloon. Any engineer would compute for him the height to which an ascent must be made so that it would not be hidden from some distant point by the curvature of the earth, and any physicist could inform him how far a light of given brightness would penetrate the atmosphere under normal conditions. The problem could be solved in two minutes, with the aid of a bit of paper and the ever-ready pencil.

Meanwhile, Venus shines on undisturbed, a brilliant object in the western sky. She is more than usually bright and well repays examination and attention. A few evenings ago she was in company with the thread of the newish moon, and as one looked at them, masked and blurred as they were by the evening's haze, one might have been pardoned in thinking them strange and weird features of the sky, and in seeking some more than natural reason for their appearance.

-From the Transcript of Boston, Ma., April 15, 1897

#### VENUS, THE ST. PAUL LIGHT.

Many of the people of this vicinity have noticed a very bright light in the north-west the past week, and the story has become circulated, somehow, that the light was one of St. Paul's electric lights. Any one with even an ordinary acquaintance of astronomy would know that a light at St. Paul could not be our beautiful Venus that rises and sets in such splendor. About two years ago a story of the same nature was circulated. People were told that Venus was an electric light at Chicago, and no end of argument could convince some otherwise. The Chicago people at that time had a string on Venus, and were lowering and raising it to suit themselves. Now St. Paul has taken the place of Chicago and has a claim on that planet. The joke probably originated from some traveling agent. That fraternity is very fertile in springing practical jokes, but that some people should not even have enough knowledge on astronomical questions to be misled by such a canard is astounding.

-From the Advocate of Manawa, Wi., April 15, 1897

#### THAT AIR SHIP.

The bright light which has been observed by Neenah citizens in the western sky and which has given credence to the report of an air ship hovering in this city, again made its appearance last evening. Standing on Wisconsin avenue the light can be seen in the west over the freight depot. It remains in a stationary position for about half an hour and is first seen as a blue light. Then it begins to lower and changes its color from blue to a fiery red. The light is said to be arranged by a Minneapolis firm as an advertising scheme. A powerful electric light is attached to a balloon and sent up in the air. To the balloon is attached several miles of fine wire. When the light has remained in the heavens long enough to attract attention, it is then slowly pulled down.

-From the Times of Neenah, Wi., April 15, 1897

KNOWS MORE THAN HE DID.  
Thought a Star Was a Signal Light  
Sent Up From New York.

A local aspirant for knowledge who is a clerk in a store not many rods away from Harrington corner, has been anxious to know the cause of a bright light which he imagined he has seen in the southwestern heavens. After chaffing under the influence of a restless spirit, he ventured to write the enquirey department of a New York paper as follows:

Will you please tell me through your paper, if there is a light of any kind sent up from New York or Brooklyn every night? If so, what kind of a light is it? What is it sent up for and what is it fastened to on the earth?

The seeker for knowledge was crushed by the following reply, and now his brother clerks smile at him as they pass by:

"Nonsense! Don't you know the difference between a star and a light? How high would the light have to go to be seen 200 miles away at an altitude of 30 degrees?"

-From the Daily Spy of Worcester, Ma., April 15, 1897

A MYSTERIOUS STAR.  
Discovered at Berrien Springs, Mich-  
igan-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 1000 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 1000 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 Era this week contained the following regarding the big star the people there have discovered:

(This has been reproduced elsewhere.)

-From the Evening News of Michigan City, In., April 15, 1897

Have you seen Edison's "electric star," the one which he has been sending up 15 miles into the sky every evening and then pulling down again? Well, it was the planet Venus. Mr. Edison says so. He further says that he has not been sending up a star or an electric light of any kind. Next!

-From the Democrat and Chronicle of Rochester, Ny., April 16, 1897



A few years ago the people of Marion, and various other places in this part of the country, were beholding with wonder a "balloon" or some other aerial traveler a short distance above the western horizon. It was a device sent up by the Chicago Herald--so many said. They forgot that to be seen above the horizon at Marion it would be miles above Chicago, and that no wire would bear its own weight for that distance. They forgot, also, that it was not the first wild chase that Venus had given the star gazers of life. Dispatches were sent in from various places showing that her flurries in the heavens had wrought the customary perturbations in the minds of her beholders. So yesterday evening Marion was given an exhibition in the western heavens in which more than one excited imagination saw the air ship to which the metropolitan papers have been giving considerable attention recently. Prof. Graves, of the high school, was called up and an attempt made to determine the identity of the phenomenon. A crowd from the Zigzag, accompanied by others, hastened to the high school building, some to confirm their guesses that it was an air ship, others to win the cigars on which they had staked their faith in the persistent purpose of Venus still to bewilder the mind of man. It was too late to get action on the phenomenon, but the telescope this evening will probably disclose the fact that the air ship is the Chicago Herald balloon, and that both are nothing more or less than the planet Venus still taking liberties with the vivid imaginations of earth born stargazers.

-From the Chronicle of Marion, In., April 16, 1897

If there are any people on Venus and they are able to learn what is going on down here they are probably wondering what a jolly lot of easy things there are on earth when we so cheerfully accept the theory that the bright hued planet is one of Edison's lamps hung in the sky.

-From the News of Newberry, Ma., April 17, 1897

APPENDIX C

The following is a listing of the reports covered in the chapter titled "THE IDENTIFIEDS." This is designed for those who would like to see all the data used in the course of this book.

The first listing is of the witness descriptions of the known balloon hoaxes.

DAY	LOCATION	HOUR	WIT. DESC.
11-20-97	PETALUMA, CA.		AIRSHIP (1)
11-21-96	SANTA ROSA, CA.	EVE	(2)
11-22-96	GROVILLE, CA.	EVE.	MOVING LIGHT (3)
11-23-96	BERKELEY, CA.	NITE	AIRSHIP (4)
11-24-96	SAN FRANCISCO, CA.	2330	AIRSHIP (5)
11-25-96	PETALUMA, CA.	EVE.	AIRSHIPS (6)
11-25-96	SAN FRANCISCO, CA.	2130	AIRSHIP (7)
11-26-96	STOCKTON, CA.	NITE	AIRSHIP (8)
11-30-96	STANFORD, CA.	2230	AIRSHIP (9)
11-30-96	LOS ANGELES, CA.	1900	BRILLIANT LIGHT TO SW, BOBBED UP AND DOWN, GOING NW SLOWLY, SEEN 1 HR. (10)
11-96	FERNDAL, CA.	EVE.	AIRSHIP (11)
11-96	PESCADERO, CA.	NITE	AIRSHIP (12)
11-96	BLUE LAKE, CA.	NITE	AIRSHIP (13)
12-5-96	CARSON CITY, NV.	NITE	AIRSHIP (14)
12-7-96	GRANITEVILLE, CA.	NITE	AIRSHIP (15)
12-8-97	CARSON CITY, NV.	1900	BRIGHT LIGHT TO W, CAUGHT FIRE AND EXPLODED (16)
12-10-96	RIVERSIDE, CA.	1200	AIRSHIP, RAPID, SOME SAW SMOKE COMING FROM FUNNEL ON IT, SOME SAW WINGS, AND PROPELLER, (17)
3-27-97	PORTAGE, WI.	1500	AIRSHIP, SIZE OF BUSHEL BASKET, WOULD WOBBLE AND RELEASE CLOUD OF SMOKE, 3 MI HIGH (18)
4-1-97	KANSAS CITY, MO.	NIGHT	AIRSHIP AS OFTEN REPORTED IN CONTEMPORARY PRESS WITH THE USUAL DISPATCH FR KC (19)
4-1-97	STOCKTON, KS.		AIRSHIP--THE ATCHISON GLOBE OF 4-5-97 SAID THAT SOME PEOPLE SAW WORKING IN (20)
4-5-97	OMAHA, NB.	NITE	THIS IS THE USUAL REPORT AS SEEN BY THE MEMBERS OF THE AK SAR SEN (21)
4-5-97	SYCAMORE, KS.	1730	STRANGE OBJECT 18 DEGREES ABOVE THE SE HORIZON, DISAPPEARED IN A CLOUD OF SMOKE AND STEAM (22)
4-6-97	RAVENNA, NB.	NITE	AIRSHIP (23)
4-6-97	MINNEAPOLIS, MN.	NITE	STRANGE LIGHTS AND BODY OF A MONSTER AIRSHIP MOVING AT A BIDDY SPEED (24)
4-9-97	CLEVELAND, O.	2200	(25)
4-9-97	MONTEZUMA, IA.	NITE	BRILLIANT LIGHT SLOWLY GOING W, GRADUALLY SINKING OUT OF SIGHT (26)
4-10-97	HOLSTEIN, IA.	NITE	AIRSHIP, SOME AS HUGE BIRD, 4 WINGS, BODY LIKE NEW WASHING MACHINE, BRIGHT LIGHT (27)
4-10-97	TEKAMAH, NB.	2100	AIRSHIP GOING NW (28)
4-10-97	MT. Ayr, IA.	2100	AIRSHIP (29)
4-10-97	GUTHRIE CENTER, IA.	2200	AIRSHIP PASSED DIRECTLY OVER CITY, 1 MILES OR SO HIGH, SOON A SECOND ONE FOLLOWED (30)
4-10-97	ALBONIA, IA.	NITE	AIRSHIP (31)
4-10-97	LANCASTER, WI.	2035	AS DESCRIBED IN "THE IDENTIFIEDS" (32)
4-10-97	BURLINGTON, IA.	2020	AIRSHIP (33)
4-10-97	OTTAWA, IL.	2200-2300	AIRSHIP (34)
4-10-97	NEW PAYNLSVILLE, MN.	EVE.	MANY SAW RED LIGHT, SEVERAL TRIED TO SHOOT IT, SEEMED TO BE GETTING NEARER TO GROUND (35)
4-10-97	ST. CHARLES, IL.	2045	(36)
4-10-97	MERIDEN, KS.	2100	AIRSHIP (37)

DAY	LOCATION	HOUR	WIT. DESC.
4-10-97	MAXWELL, IA.	EAM	AIRSHIP GOING NW (38)
4-10-97	CEDAR RAPIDS, IA.	EVE.	AIRSHIP (39)
4-10-97	GREEN BAY, WI.	2200	AS DESCRIBED IN "THE IDENTIFIEDS" (40)
4-11-97	EDGARTON, MN.	EVE.	AIRSHIP (41)
4-11-97	GALENA, IL.	2000	AIRSHIP GOING SW (42)
4-11-97	CROWN POINT, IN.	EVE	AIRSHIP WITH MEN IN IT WITH WINGS ON (43)
4-11-97	RIPON, WI.	2030-2100	AIRSHIP, SOME SAW OUTLINES AND SOME HEARD FLAPPING OF WINGS (44)
4-11-97	DES MOINES, IA.	2030	WEATHER STORMY, LIGHT MIST, 3 LIGHTS SEEN ABOUT 2 FT. APART (45)
4-11-97	PLYMOUTH, IN.	2030	LIGHT LIKE STAR, YELLOW, RED, GREEN COLORS, SWUNG SIDE TO SIDE (46)
4-11-97	MINNEAPOLIS, MN.	NITE	BRIGHT LIGHT OR AIRSHIP, ONE MAN SAW PEOPLE MOVING AROUND IN IT, SEEN BY HUNDREDS (47)
4-12-97	ST. LOUIS, MO.	NITE	AIRSHIP WITH VARI-COLORED LIGHTS (48)
4-12-97	ALBIA, IA.	EVE.	AIRSHIP (49)
4-12-97	MANISTIQUE, MI.	EVE.	AIRSHIP, THE DETROIT NEWS OF 4-17-97 SAID THERE WAS A MESSAGE FROM THE "JUPITER" (50)
4-12-97	MANITOWOC, WI.	NITE	AIRSHIP, SEEMED TO COME FROM LAKE AND GOING TOWARD ASHLAND (51)
4-13-97	MINNEAPOLIS, MN.	NITE	AIRSHIP (52)
4-13-97	AKRON, IA.	NITE	AIRSHIP PASSED OVER (53)
4-13-97	MONTICELLO, IA.	EVE.	AIRSHIP (54)
4-13-97	SUMNER, IA.	NITE	AS DESCRIBED IN "THE IDENTIFIEDS" (55)
4-13-97	IOWA CITY, IA.	NITE	AIRSHIPS (56)
4-13-97	CEDAR RAPIDS, IA.	2000	AIRSHIP, RUBY COLORED, OPERA GLASSES REVEALED HULL, QUARTER DECK, BOW SPRIT SPANKER BOOM (57)
4-13-97	FOND DU LAC, WI.	1930	BRIGHT LIGHT TO W, MOVING N, ROSE HIGHER, WOULD ROCK AND PEEL, THEN A FLASH GONE (58)
4-13-97	PORTAGE, WI.	2000	AS DESCRIBED IN "THE IDENTIFIEDS" (59)
4-13-97	SUPERIOR, WI.	EVE.	AIRSHIP, 1 MILE UP, LEFT TOWARD DULUTH, SEEN BY HUNDREDS, 3 LIGHTS OF RED, BLUE, AND GREEN (60)
4-13-97	ROCK CITY, IL.	2230	AIRSHIP (61)
4-13-97	DIXON, IL.	NITE	AIRSHIP (62)
4-13-97	ROCK ISLAND, IL.	NITE	AS DESCRIBED IN "THE IDENTIFIEDS" (63)
4-13-97	MOLINE, IL.	NITE	AIRSHIP WITH LIGHTS (64)
4-13-97	CLARENDA, IA.	NITE	AIRSHIP (65)
4-14-97	ROCK RAPIDS, IA.	2030	AS DESCRIBED IN "THE IDENTIFIEDS" (66)
4-14-97	RACINE, WI.	2000	AT 2000 MANY SAW LIGHT MOVING TO NW, AT 2200 IT WAS SEEN AGAIN, OUTLINES VOICES (67)
4-14-97	GRAND RAPIDS, MI.	NITE	PATROLMAN BOYD SAW AIRSHIP (68)
4-14-97	KALAMAZOO, MI.	NITE	AIRSHIP (69)
4-14-97	NEW RICHMOND, WI.	2100	AIRSHIP (70)
4-14-97	DARIEN, WI.	EVE.	AIRSHIP WITH COLORED LIGHTS SOME SAW FORM OF SHIP (71)
4-14-97	JERSEYVILLE, IL.	NITE	AIRSHIP, SE GOING W, BIG ENOUGH FOR A MAN, CIGAR SHAPED, MOTOR SOUND, BURST FLAME (72)
4-14-97	DECATUR, IL.	2000	MANY SAW LIGHT TO E AT 45 DEGREES, BRIGHT RED LIGHT, GOING GENERALLY TO E, 10-15 MIN. (73)
4-14-97	WASHINGTON C. H., O.	NITE	AIRSHIP (74)
4-14-97	PEORIA, IL.	2045	MANY AND VARIED DESCRIPTIONS OF AIRSHIP (75)
4-14-97	ABILINE, KS.	NITE	AIRSHIP (76)
4-14-97	MICHIGAN CITY, IN.	NITE	AIRSHIP (77)
4-14-97	DAVID CITY, NB.	2130	HUGE RED LIGHT TO S, GOING N RAPIDLY, SOME SAW RIGGINGS, SOME A MASTHEAD, SAW WINGS (78)
4-14-97	BOWEN, IL.	NITE	AIRSHIP (79)

DAY	LOCATION	HOUR	WIT. DESC.
4-15-97	LANSING, MI.	2000	AIRSHIP CROSSED CITY GOING NE BY E, 10 KNOTS PER HOUR (80)
4-15-97	LONG PRAIRIE, MN.	2100-2200	AIRSHIP TO NW, GOING RAPIDLY TO S, BRIGHT LIGHT (81)
4-15-97	PETERSBURG, IL.	2000	SAW 3 COLORED LIGHTS 6 FT. APART, SOME SAID GOING 100 MPH (82)
4-15-97	ABILINE, KS.	NITE	AIRSHIP (83)
4-15-97	LONDON, O.	1500	AIRSHIP TO E (84)
4-15-97	SALINA, KS.	2100	AIRSHIP (85)
4-16-97	SALINA, KS.	EVE.	AIRSHIP (86)
4-16-97	BLUE SPRINGS, NB.	EVE.	AIRSHIP (87)
4-16-97	ELKADER, IA.	2115	BRIGHT LIGHT, GOING N TO S, SWIFT, PASSED OVER CITY, SHADDOY BULK ABOVE LIGHT AND TAIL (88)
4-16-97	ABILINE, KS.	NITE	AIRSHIP (89)
4-17-97	VANDALIA, IL.	NITE	AIRSHIP (90)
4-17-97	HUNTINGTON, IN.	2000	AS DESCRIBED IN "THE IDENTIFIEDS" (91)
4-17-97	PENDER, NB.	EVE.	AIRSHIP CAME FROM W, PASS OVER, WENT DOWN ON RESERVATION, THEN ROSE AND LEFT (92)
4-17-97	SUTHERLAND, IA.	EVE.	RED LIGHT TO W (93)
4-17-97	ARDMORE, OK.	NITE	AIRSHIP (94)
4-17-97	MUNCIE, IN.	2130	DIM OUTLINES, SWIFT MOVING OBJECT, GREEN + WHITE LIGHTS, RETURNED RETRACING COURSE (95)
4-17-97	LAWRENCE, KS.	2130	AIRSHIP, TO S, LEFT NE, SEEN SHORT TIME (96)
4-17-97	LEAD, SD.	2030	HUNDREDS SAW AIRSHIP (97)
4-18-97	RAPID CITY, SD.	2100	AIRSHIP SOME SAID CIGAR SHAPED, SOME SAW PEOPLE IN IT (98)
4-19-97	MARIETTA, O.	2100	MANY SAW AIRSHIP, EGG SHAPED WITH WINGS, SOME SAID NO WINGS BUT HAD TAIL AND CLAWS (99)
4-19-97	TERRELL, TX.	NITE	AIRSHIP (100)
4-19-97	ATCHISON, KS.	2200	AIRSHIPS (101)
4-21-97	BARIEN, WI.	EVE.	AIRSHIP, SOME SAW GREEN LIGHTS (102)
4-22-97	CRIPPLE CREEK, CO.	2000	10,000 SAW AIRSHIP, BRIGHT LIGHT GOING W TO E, 3000 FT. UP, 20-25 MPH, SEEN 30 MIN. (103)
4-23-97	ASPEN, CO.	2100	AIRSHIP (104)
4-23-97	WABASH, IN.	0030	BRIGHT RED LIGHT (105)
4-25-97	ALLENTON, WI.	EVE.	SEVERAL SAW AIRSHIP, COLORED LIGHTS (106)
4-25-97	CRIPPLE CREEK, CO.	2000	THOUSANDS SAW AIRSHIP, MOVED W TO E, 3000 FEET UP, 25 MPH, SEEN 30 MIN., BRIGHT LIGHT (107)
4-26-97	ATCHISON, KS.	NITE	STRANGE LIGHT (108)
4-26-97	WINTerset, IA.	2200	AIRSHIP, GOING E TO W, VEERED TO NW, 2-300 FT. HIGH, RED LIGHT (109)
5-5-97	CLEVELAND, O.	NITE	AIRSHIP SEEN BY WICKHAM, GOING WITH THE WIND, RISING, FALLING, ALTERING SPEED, HIGH (110)
5-5-97	EMPORTIA, KS.	1900	MANY SAW BLACK SPECK MOVING ABOUT, SOME SAW HEADLIGHT, LEFT N (111)
5-9-97	NORWALK, O.	2000	MYSTERIOUS BRIGHT LIGHT GOING N (112)
5-10-97	CLOUMBUS, O.	NITE	AS DESCRIBED IN "THE IDENTIFIEDS" (113)
5-11-97	FORT WORTH, TX.	2000	AIRSHIP (114)
5-24-97	GRAND ISLAND, NB.	NITE	AIRSHIP (115)
4-97	PADUCAH, KY.		AIRSHIP (116)
4-97	HUMBOLDT, IA.	EVE.	AIRSHIPS (117)
4-97	KEOKUK, IA.		AIRSHIP (118)
4-97	SIOUX FALLS, SD.	NITE	AIRSHIP (119)
4-97	NR. MAUVOO, IL.		AIRSHIP (120)
4-97	PHILBROOK, MN.		AIRSHIPS (121)
4-97	MAUSTON, WI.		LONG CIGAR SHAPED BODY WITH A CAR BENEATH WITH 2-10 PEOPLE IN IT (122)
4-97	DUMONT, IA.		AIRSHIP (123)

DAY	LOCATION	HOOR	WIT. DESC.
4-97	ROCHESTER, NY.		AIRSHIP (124)
4-97	GOSHEN, IN.		AIRSHIP (125)
4-97	MANHATTAN, KS.		AIRSHIP (126)
4-97	HERMANN, MO.		AIRSHIP (127)
4-97	ELKANDER, IA.	NITE	AIRSHIP (128)
4-97	IDAVILLE, IN.		AIRSHIP (129)
4-97	PIERRE, SD.		AIRSHIP (130)
4-97	NELSON, NB.		AIRSHIP (131)
4-97	PENDER, NB.		AIRSHIP (132)
5-97	ARCHER, NB.		AIRSHIP (133)

The following shows how some of the balloons were constructed. The reports not listed here merely stated that was a hot air balloon, toy balloon, or fire balloon.

DAY	LOCATION	BALLOON DESC.
11-22-96	OROVILLE, CA.	BALLOON WITH RESIN AND TURPENTINE SOURCE OF FIRE, MAN SAID IT SHOULD HAVE SAILED FOR MILES
11-24-96	SAN FRANCISCO, CA.	BALLOON WITH LIGHT AT BASE, WENT 300 FT. UP, LEFT TOWARD ALAMEDA, APPARENTLY SEVERAL SE
11-30-96	REDWOOD CITY, CA.	TOY BALLOON, 3 FT. HIGH, ENCIRCLED WITH AD FOR SHOE STORE IN SAN FRANCISCO, RED LIGHT IN
11-30-96	LOS ANGELES, CA.	6 FT. PAPER HOT AIR BALLOON WITH ALUMINUM REFLECTOR SO FLAME FROM THE SPONGE WOULD REFLECTED DOWNWARD
11-96	PESCADERO, CA.	LARGE RUBBER BALLOON WITH AD FROM FIRM IN SAN FRANCISCO, MAN SHOT IT
12-8-97	CARSON CITY, NV.	BALLOON WITH RAG SATURATED WITH ALCOHOL AND LIT, WHOLE THING CAUGHT FIRE AND FELL BU
12-10-96	RIVERSIDE, CA.	HOT AIR BALLOON, TISSUE PAPER, 6 FT. DIA., 100 FT. UP
4-5-97	OMAHA, NB.	ENDOROUS BALLOON, WICKER BASKET FILLED WITH COMPOSITION WHICH WAS IGNITED AND SENT UP
4-5-97	BYCAMORE, KS.	LARGE HOT AIR BALLOON ASCENSION MADE BY AERONAUT AT CHERRYVALE, BALLOON LEAKY
4-9-97	MINNEAPOLIS, MN.	CIGAR SHAPED BALLOON SENT UP BY BOY
4-9-97	CLEVELAND, O.	BOYS STOLE HUGE BALLOON, HAD 6 FT. CAR, PUMPKIN WITH FACE AT EACH END OF CAR, ROSE WITH IN IT
4-10-97	SUTHRIE CENTER, IA.	LARGE PAPER BALLOONS, SEEMS TWO WERE SENT UP ONE AFTER THE OTHER
4-10-97	OTTAWA, IL.	3 NEWSPAPERMEN SENT UP A GREEN AND WHITE PAPER BALLOON, WIND CARRIED IT S,
4-10-97	ST. CHARLES, IL.	TOY FIRE BALLOON WITH A BIG PIECE OF OIL SOAKED WASTE ATTACHED TO THE BOTTOM, IT LANDE YARD AT 2130
4-10-97	GREEN BAY, WI.	HOT AIR BALLOON, MADE OF TISSUE PAPER, 12 FT. HIGH, 2 JAPANESE LANTERNS ATTACHED TO IT WIRE CRASHED
4-11-97	RIPON, WI.	IMMENSE PAPER BALLOON, WENT NW, NEARLY CAUSED PANIC IN DARTFORD AND GREEN LAKE AREAS
4-11-97	DES MOINES, IA.	3 PAPER BALLOONS IN TANDEM, 7 FT. HIGH, ROSE TO 200 YDS. AND CAUGHT IN STRONG WIND FR
4-12-97	MANITOWOC, WI.	BALLOON WITH AD FOR STORE, FOUND IN YARD
4-13-97	PORTAGE, WI.	HOT AIR BALLOON WITH A LARGE RED CHINESE LANTERN BELOW AND THE ALCOHOL FLAME ABOVE
4-13-97	SUPERIOR, WI.	LARGE BALLOON WITH RED, BLUE AND GREEN LIGHTS ATTACHED, 1000 FT. UP, SEEN FROM SUPERIO DULUTH
4-13-97	MOLINE, IL.	TWO BALLOONS SENT UP, FIRST CRASHED INTO BUILDING AND BURNED, SECOND WENT HIGH ENOUGH T SEEN
4-14-97	KALAMAZOO, MI.	EDITORS OF THE EVENING NEWS SENT UP TOY BALLOON

DAY	LOCATION	BALLOON DESC.
4-14-97	NEW RICHMOND, WI.	TOY BALLOON, 6 BY 4 FT., CROSS BAR AT THE BOTTOM, AT THE ENDS OF WHICH WERE SUSPENDED CHINESE LANTERNS,
4-14-97	DECATUR, IL.	14 FT. PAPER BALLOON WITH A RED TISSUE LANTERN AND A GREEN TISSUE LANTERN, SAILED AWAY TO E
4-15-97	PETERSBURG, IL.	BALLOON WITH A CROSSBAR ATTACHED WITH COLORED LIGHTS, FAKE PHONE MESSAGE FROM SPRINGFIELD
4-15-97	LONDON, G.	BALLOON (THE LONDON ENTERPRISE OF 4-16-97 SAID THE BALLOON WAS 60 FT. TALL AND 120 FT AROUND, WENT NE)
4-16-97	ELKADER, IA.	PAPER BALLOON HAVING RED WHITE, AND BLUE STRIPES
4-17-97	SUTHERLAND, IA.	SMALL BALLOON WITH LANTERN ATTACHED AND COVERED WITH RED TISSUE PAPER
4-17-97	MUNCIE, IN.	NEWSPAPER MEN SENT UP 4 HOT AIR BALLOONS FASTENED TOGETHER TO WHICH WERE ATTACHED COLORED LANTERNS,
4-17-97	LEAD, SD.	3 BOYS SENT UP 2 LARGE PAPER BALLOONS, FIRST CAUGHT FIRE, SECOND ROSE TO 1/4 MILE, HAD RED AND BLUE LIGHTS
4-19-97	ATCHISON, KS.	SEVERAL TOY BALLOONS SENT UP, WENT TO GREAT HEIGHT, DANCED ABOUT DUE TO CHANGING WINDS
4-22-97	CRIPPLE CREEK, CO.	HOT AIR BALLOON WITH MORE THAN ONE CANDLE LIT, WENT E. ROSE TO 1000 FT.
5-5-97	CLEVELAND, O.	LARGE TOY BALLOON, LANTERN WITH REFLECTOR AT BASE, ON SIDES WERE CONE SHAPED AFFAIRS, SMALL FLAG AT APEX
4-97	SIOUX FALLS, SD.	FIRE BALLOON WHICH SOON FELL AFTER DROPPING LIGHTS
4-97	NR. NAUVOO, IL.	LARGE HOT AIR BALLOON WITH A ROD ACROSS BOTTOM TO WHICH WAS ATTACHED 2 JAPANESE LANTERNS
4-97	MAUSTON, WI.	RED AND WHITE STRIPED BALLOON, 4 FT. HIGH, WITH A SMALL LIGHT BENEATH
4-97	HERMANN, MO.	ORLONG PAPER BALLOON WITH RED AND WHITE LIGHTS ATTACHED, CAUGHT FIRE AND WAS DESTROYED
4-97	IDAVILLE, IN.	TOY BALLOON SENT UP FROM BURNETTSTVILLE
4-97	PIERRE, SD.	2 LARGE PAPER BALLOONS WITH CONNECTING POLES, RIGGING BETWEEN, LANDED

The following listing contains all of the known kite hoaxes. It is intended to show how the kite was constructed and how the witness described what he thought he was seeing.

DAY	LOCATION	HOUR	KITE DESC.	WIT. DESC.
11-25-96	OAKLAND, CA.	2230	KITE WITH RED LANTERNS	AIRSHIP (1)
11-27-96	OAKLAND, CA.	AN	77 IN. LONG BOX KITE, STRING BROKE	AIRSHIP (2)
12-8-96	MILWAUKEE, WI.	1600	AS IN "THE IDENTIFIEDS"	AS IN "THE IDENTIFIEDS" (3)
2-97	HASTINGS, NB.		KITE WITH LANTERN TO TAIL	AIRSHIP (4)
4-1-97	LARNED, KS.	NITE	KITE WITH CHEMICALS ON TAIL	LIGHT TO W, HOVERED 3 MIN., LEFT W (5)
4-1-97	EVEREST, KA.		KITE WITH LANTERN TIED TO TAIL	AIRSHIP (6)
4-2-97	MUSCATINE, IA.	NITE	LARGE KITE WITH RED LIGHT	AIRSHIP (7)
4-2-97	CHICAGO, IL.	NITE	KITE WITH LANTERN, 5-600 FT. UP	AIRSHIP (8)
4-6-97	DENVER, CO.	AN	WEATHER FORECASTERS KITE	AIRSHIP WITH MAN IN IT (9)
4-10-97	WATERLOO, IA.	2100-2130	AS IN "THE IDENTIFIEDS"	AS IN "THE IDENTIFIEDS" (10)
4-10-97	CLARKSVILLE, IA.	2100	KITE WITH LANTERN ATTACHED	STRANGELY LIGHTED VISITOR (11)

DAY	LOCATION	HOUR	KITE DESC.	WIT. DESC.
4-11-97	MILWAUKEE, WI. MOTION (12)		KITE 12 X 9 FT. WITH COLORED LANTERN	BRIGHT LIGHT WITH PERCEPTI
4-11-97	MARSHALLTOWN, IA.	NITE	AS IN "THE IDENTIFIEDS"	AS IN "THE IDENTIFIEDS" (13)
4-11-97	OSSAWATOMIE, KA.	EVE.	KITE WITH LANTERN ATTACHED	AIRSHIP (14)
4-12-97	RED CLOUD, NB.	EVE.	KITE WITH LANTERN ATTACHED TO TAIL	AIRSHIP (15)
4-13-97	BUSHNELL, IL. DOWN (16)	EVE.	KITE WITH LANTERN TIED TO THE TAIL	LIGHT, HOVERED FEW MIN., SW
4-13-97	DENVER, CO.	NITE	WEATHER FORCASTER KITE	AIRSHIP (17)
4-13-97	KIRKSVILLE, MO.	NITE	KITE WITH LANTERN TIED TO TAIL	AIRSHIP (18)
4-13-97	BRODHEAD, WI. HR. (19)	EVE.	KITE WITH RED LANTERN	CIGAR, GREEN LIGHTS, GOING W,
4-13-97	TAYLORVILLE, IL.	EVE.	KITE, 2 LANTERNS ON TAIL	AIRSHIP (20)
4-13-97	JUNCTION CITY, KS. (21)	EVE.	KITE WITH LANTERN TIED TO TAIL	AIRSHIP, HOVERED TO SE FOR
4-13-97	NONMOUTH, IL. SW (22)	NITE	KITE WITH LANTERN ON TAIL	AIRSHIP, 7 MILES UP, MADE DIV
4-13-97	ROLFE, IA.	EVE.	LARGE KITE WITH LIGHT ON TAIL	AIRSHIP TO THE N (23)
4-14-97	SHEBOYGAN, WI.	NITE	KITE WITH COLORED LIGHTS	AIRSHIP HOVERING TO W (24)
4-15-97	VERMILLION, SD. DOWNTOWN (25)	2300	LARGE KITE WITH LANTERN ON TAIL	RED LIGHT TO NE, SLOWLY CIR
4-15-97	IRON MOUNTAIN, MI.	AM	TAILLESS KITE WITH LANTERN	HUGE DARK OBJECT (26)
4-16-97	TUSCUMBIA, AL.	2000	KITE WITH LANTERN	BARREL SHAPED, GOING N TO S
4-17-97	MUNCIE, IN. (28)	2130	KITE WITH RED LIGHT ON TAIL	RED LIGHT, REVERSED COURSE,
4-17-97	LAKE MILLS, IA.	NITE	HUGE KITE WITH RED AND BLUE LIGHTS	AIRSHIP (29)
4-19-97	SHICKLEY, NB.	NITE	KITE WITH LANTERN	AIRSHIP (30)
4-19-97	OKLAHOMA CITY, OK.	2100	KITE WITH LANTERNS, PULLED AROUND CITY	AIRSHIP (31)
4-19-97	OVID, IA. AMERICAN FLAG (32)	2300	KITE WITH LANTERN TIED TO TAIL	AIRSHIP, 300 FT. UP, FLYING
4-19-97	TANGIER, IN. FIELD (33)		KITE	AIRSHIP TO NW, SEEMED TO SETT
4-19-97	GRAY, IA. (34)	2100	KITE WITH LANTERN	RED LIGHT IN E, SLOWLY GOING
4-19-97	GALESBURG, IL. UNSTEADY (35)	NITE	LARGE KITE WITH LANTERN	AIRSHIP, BRILLIANT LIGHT, RAPI
4-20-97	ALLEGAN, MI. AND FALL (36)	NITE	LARGE KITE WITH 3 LANTERNS	AIRSHIP SEEN TO SUDDENLY DOL
4-21-97	BUCYRUS, D. (37)	EVE.	KITE WITH LANTERN	RISING AND FLICKERING LIGHT
4-21-97	BENTON HARBOR, MI. N. ZIGZAGS, CIRCLED, FEW SAW CIGAR (38)	2030	LARGE KITE WITH GLOBE LIGHT	LIGHT GOING
4-22-97	WASHINGTON, DC	0900	WEATHER BUREAU KITE	AS IN "THE IDENTIFIEDS" (39)
4-23-97	ST. JOSEPH, MO.	AM	CROSS BETWEEN KITE AND BALLOON, INFLATABLE	AIRSHIP (40)
4-23-97	MILES CITY, MT. (41)	1900	KITE WITH LANTERN ATTACHED TO TAIL	AIRSHIP TO NW, WIND FROM W, C
4-26-97	CARTHAGE, MO.	NITE	LARGE KITE WITH LANTERNS, PULLED BY WAGON	AIRSHIP (42)
4-28-97	RICHMOND, IN.	NITE	LARGE KITE WITH LANTERNS, PULLED BY BUGGY	AIRSHIP, BRIGHT LIGHT (43)
5-1-97	COPPERSVILLE, MI.	NITE	KITE WITH COTTON BALL SATURATED AND LIGHTED	STRANGE LIGHT, 1500 FT. UP.
5-4-97	MADISON, VA. AMHERST & LYNCHBURG, WENT S (45)	EVE.	KITE WITH RED LANTERN	RED LIGHT, W, SEEN AT

DAY	LOCATION	HOUR	KITE DESC.	WIT. DESC.
5-7-97 (46)	CLEVELAND, O.		MILITARY EXPERIMENTAL KITE, RED SECTIONS	AIRSHIP SEEN BY 3000 PEOPLE 10 S
4-97 (47)	PARKERSBURG, WV.		KITE WITH LANTERN TIED TO TAIL,	AIRSHIP AS IN OTHER LOCAL PAPER
4-97	HANKINSON, ND.	NITE	KITE WITH LANTERN ATTACHED	AIRSHIP HEADLIGHT (48)
3-97	NANTICOKE, NY.	EVE.	KITE WITH LANTERN ATTACHED	STRANGE RED LIGHT (49)
4-97	CLARENCE, IA.	NITE	KITE WITH LANTERNS ATTACHED	AIRSHIP (50)
3-97	JEWELL CITY, KS.	NITE	KITE WITH LANTERN ON TAIL	HEADLIGHT OF AIRSHIP (51)
4-97	LARNED, KS.	NITE	KITE WITH BURNING TWINE SOAKED IN OIL	AIRSHIP (52)
4-97	SANDUSKY, O.	NITE	LARGE SIGNAL KITE SENT UP BY MILITARY	BRIGHT LIGHT SEEN ON SEVERAL OCCASIONS (53)
4-97	BOWLING GREEN, O.	NITE	KITE WITH 3 RED LIGHTS ON TAIL	AIRSHIP LIGHTS (54)
4-97	MILFORD, IN.	NITE	ILLUMINATED KITE	AIRSHIP (55)
4-97	MILTON, IA.	NITE	KITE WITH JAPANESE LANTERNS ATTACHED	AIRSHIP (56)
4-97	CENTER, IL.	NITE	WILLIE HERRON'S ILLUMINATED KITE	BRIGHT LIGHT HIGH IN AIR (57)
4-97	DECATUR, MI.	NITE	LARGE KITE WITH LANTERNS	AIRSHIP (58)
4-97	LANCASTER, IA.	NITE	KITE	SPECK (59)
4-97	PIPESTONE, MN.	2230	KITE, LIT LARGE BOX OF RED + GREEN PAPER	AIRSHIP, RED OR GREEN LIGHT, SOARED, THEN FELL (60)
3-97	EDGAR, NB.		KITE WITH CHINESE LANTERN ATTACHED	AIRSHIP (61)
4-97	BELLEVILLE, IL.	2030-2130	KITE WITH LANTERN	AIRSHIP (63)
4-97	SOUTH ENGLISH, IA.	NITE	KITE WITH LANTERN	AIRSHIP (64)
5-97	STROMSBURG, NB.		KITE WITH CHINESE LANTERN	AIRSHIP (65)

The following are the reports which were positively identified as Venus.

DAY	LOCATION	HOUR	WIT. DESC.
11-24-96	SAN FRANCISCO, CA.	NITE	AIRSHIP (1)
11-24-96	FRESNO, CA.	1800	BRIGHT LIGHT GOING NW (2)
11-25-96	PETALUMA, CA.	EVE.	BRIILLIANT LIGHT IN E (3)
11-25-96	FRESNO, CA.	EVE.	BRIGHT LIGHT JUST ABOVE WEST HORIZON (4)
12-96	RENO, NV.		AIRSHIP (5)
2-19-97	BEATRICE, NB.	2000-2200	STRANGE LIGHT NEAR WESTERN HORIZON (6)
3-23-97	SIOUX CITY, IA.	NITE	AIRSHIP (7)
3-27-97	TOPEKA, KS.	2100	AIRSHIP (8)
4-1-97	KANSAS CITY, MO.	EVE.	PROF. GREENWOOD SAW THE AIRSHIP AND SAID WAS VENUS (9)
4-2-97	LEAVENWORTH, KS.	NITE	GREAT BALL OF LIGHT IN WEST, AIRSHIP (10)
4-3-97	EMPORIA, KS.	NITE	AIRSHIP THAT BOBBED AND DODGED ABOUT (11)
4-8-97	KANSAS CITY, MO.	NITE	BLAZING LIGHT IN W (12)
4-8-97	ST. JOHNS, KS.	NITE	MANY SAW AIRSHIP GOING STRANGE LIGHT, HEARD BUZZING SOUND (WAS A WINDMILL
4-9-97	COLLINS, IA.	2100	HEADLIGHT OF AIRSHIP, 60 NW, WOULD DISAPPEAR AND REAPPEAR (14)
4-9-97	WAUSAU, WI.	2130	BRIGHT LIGHT TO NW, MOVING N, GLASSES SHOWED DARK OBJECT, SEEN SINCE 200'
4-9-97	NEWTON, IA.	2100	BRIGHT LIGHT MOVING SLOWLY NW, REDDISH (16)
4-10-97	NEWTON, IA.	2000	BRIGHT REDDISH LIGHT TO NW (17)
4-10-97	WILLIAMSBURG, IA.	EVE.	AIRSHIP (18)



DAY	LOCATION	HOUR	WIT. DESC.
4-10-97	STERLING, IL.	NITE	AIRSHIP (19)
4-10-97	WEBSTER CITY, IA.	2100	AIRSHIP TO NW (20)
4-12-97	MOLINE, IL.	1900	BRIGHT LIGHT, MOVING (21)
4-12-97	MAGUOKETA, IA.	EVE.	BRILLIANT LIGHT TO NW (22)
4-12-97	DICKINSON, ND.	EVE	AIRSHIP (23)
4-12-97	BUSHNELL, IL.	EVE.	AIRSHIP (24)
4-12-97	ST. LOUIS, MO.	1930-1945	CHANGING TRI-COLORED LIGHT TO W, 25 DEGREES ELEVATION (25)
4-12-97	MONMOUTH, IL.	NITE	BRIGHT LIGHT LOW IN NW (26)
4-13-97	FAIRFIELD, IA.	NITE	AIRSHIP SEEN 1 HR. (27)
4-13-97	NEW ULM, MN.	EVE.	AIRSHIP HOVERING IN W (28)
4-12-97	CLINTON, IA.	1930	BRIGHT LIGHT IN WEST, MOVING NW (29)
4-14-97	CARROLLTON, IL.	2000-2030	LIGHT MOVING RAPIDLY NW, TACKING, OSCILLATING, CHANGED COLORS, WOULD GO OUT AND REAPPEAR (30)
4-15-97	CARROLLTON, IL.	2000-2030	SAME AS ON 4-14-97 (31)
4-15-97	MOBERLY, MO.	NITE	BRILLIANT LIGHT TO W (32)
4-15-97	LIME SPRINGS, IA.	2100	AS IN "THE IDENTIFIEDS" (33)
4-16-97	BELMONT, IA.	EVE.	BRIGHT LIGHT (34)
4-16-97	CAIRO, IL.	2030	BRIGHT LIGHT SLOWLY MOVING W, 2 DEGREES ABOVE HORIZON, VARIED COLORS (35)
4-17-97	SALISBURY, MO.	2000	AS IN "THE IDENTIFIEDS" (36)
4-22-97	COFFEYVILLE, KA.	EVE.	AIRSHIP (37)
4-97	CAMP POINT, IL.	NITE	GREAT LIGHT THAT CHANGED COLORS, DISAPPEAR AND REAPPEAR (38)
4-97	ATCHISON, KS.	EVE.	AIRSHIP (39)
4-97	OTTAWA, KA.		AIRSHIP (40)

APPENDIX D

This is a listing of the airship reports which were determined to be of insufficient data. The first section are those that merely stated that the airship was seen, with no description at all.

DATE:	HOUR:	LOCATION:	DATE:	HOUR:	LOCATION:
11-15-96	2100	SUISUN, CA. (1)	11-18-96	2350	SAN FRANCISCO, CA. (2)
11-20-96	1730	SAN FRANCISCO, CA. (3)	11-22-96	1900	SAN FRANCISCO, CA. (4)
11-22-96		MT. HAMILTON, CA. (5)	11-22-96		SACRAMENTO, CA. (6)
11-22-96		SACRAMENTO, CA. (7)	11-22-96		SACRAMENTO, CA. (8)
11-25-96	EVE	TEHACHAPI RANGE, CA. (9)	11-25-96	EVE	SACRAMENTO, CA. (10)
11-25-96	NITE	PASADENA, CA. (11)	11-25-96		OAKLAND, CA. (12)
11-25-96		RIVERSIDE, CA. (13)	11-26-96	EVE	MONTEREY, CA. (14)
11-26-96	EVE	ARNO, CA. (15)	11-28-96	NITE	EUREKA, CA. (16)
11-29-96	NITE	SWANGER, CA. (17)	11-29-96		FRESNO, CA. (18)
11-29-96		MAUKENS, CA. (19)	11-96		SAN FRANCISCO, CA. (20)
12-2-96	NITE	BAKERSFIELD, CA. (21)	12-4-96	NITE	NORTH BLOOMFIELD, CA. (22)
12-6-96	EVE.	BLENDALE, CA. (23)	12-6-96	2400	MONTEREY, CA. (24)
12-7-96	EVE	EMPIRE, NV. (25)	12-14-96	EVE	YANKEE JIMS, CA. (26)
12-96		LONG VALLEY, NV. (27)	2-7-97		HASTINGS, NB. (28)
2-13-97	NITE	ORANGEVILLE, IL. (29)	2-24-97	NITE	WYMORE, NB. (30)
2-26-97	NITE	BLUE HILL, NB. (31)	2-97		ENGLEWOOD, KS. (32)
2-97		STERLING, KS. (33)	2-97		ELWOOD, KS. (34)
3-4-97	2230	LITCHFIELD, NB. (35)	3-27-97	NITE	VALLEY FALLS, KS. (36)
3-30-97	NITE	DODGE CITY, KS. (37)	3-30-97		DENVER, CO. (38)
3-97		SIOUX CITY, IA. (39)	3-97		SILVER CREEK, NB. (40)
3-97		BLOOMINGTON, NB. (41)	4-2-97	NITE	TIPTON, MO. (42)
4-3-97	NITE	HOLLENBERG, KS. (43)	4-3-97	NITE	TIPTON, MO. (44)
4-3-97	NITE	HERINGTON, KS. (45)	4-4-97	EVE	DARLINGTON, WI. (46)
4-5-97		CEDAR FALLS, IA. (47)	4-8-97	2400	ROCK CREEK, NB. (48)
4-8-97	NITE	EDDYVILLE, IA. (49)	4-8-97	NITE	KIRKSVILLE, IA. (50)
4-8-97		SHELL ROCK, IA. (51)	4-8-97		COMANCHE, IA. (52)
4-9-97	EAM	JOLIET, IL. (53)	4-9-97	EAM	ANDERSON, O. (54)
4-9-97	0115	WASECA, MN. (55)	4-9-97	EVE	ODESBOLT, IA. (56)
4-9-97	NITE	MOORLAND, IA. (57)	4-9-97	NITE	MONROE, IA. (58)
4-9-97	NITE	BYRON, IL. (59)	4-9-97	NITE	SCHERMERVILLE, IL. (60)
4-9-97	NITE	MORRIS, IL. (61)	4-9-97	NITE	EVANSVILLE, WI. (62)
4-9-97	NITE	BERLIN, WI. (63)	4-9-97	NITE	LAKE MILLS, WI. (64)
4-9-97		ELDER, IA. (65)	4-9-97		RENWICK, IA. (66)
4-9-97		BOONE, IA. (67)	4-9-97		MASON CITY, IA. (68)
4-10-97	0030	WASECA, MN. (69)	4-10-97	1925	ELDON, IA. (70)
4-10-97	2010	PELLA, IA. (71)	4-10-97	2030	LOWELL, IN. (72)
4-10-97	2100	MENLO, IA. (73)	4-10-97	2110	EVANS, IA. (74)
4-10-97	2125	MERRIAN JUNCTION, MN. (75)	4-10-97	2300	FLORIS, IA. (76)
4-10-97	2400	RATER, IA. (77)	4-10-97	EVE	AMBOY, IL. (78)
4-10-97	NITE	MOORLAND, IA. (79)	4-10-97	NITE	LA CROSSE, IA. (80)
4-10-97	NITE	ROCKFORD, IL. (81)	4-10-97	NITE	LENA, IL. (82)
4-10-97	NITE	HAMPSHIRE, IL. (83)	4-10-97	NITE	BERLIN, WI. (84)
4-10-97	NITE	ASHTUBULA, O. (85)	4-10-97	NITE	BENTON HARBOR, MI. (86)
4-10-97	NITE	STREATOR, IL. (87)	4-10-97		ELDER, IA. (88)
4-10-97		BALVA, IA. (89)	4-10-97		LEE CENTER, IL. (90)
4-10-97		ANOKA, MN. (91)	4-11-97	0100	ARMSTRONG, IA. (92)
4-11-97	0100	SIOUX CITY, IA. (93)	4-11-97	AN	LINCOLN PARK, IL. (94)
4-11-97	2100	MONTGOMERY, MN. (95)	4-11-97	2100	STATE LINE, IL. (96)

DATE:	HOUR:	LOCATION:	DATE:	HOUR:	LOCATION:
4-11-97	2200	MENDON, MI. (97)	4-11-97	EVE	RISING SUN, IN. (98)
4-11-97	EVE	AMBOY, IL. (99)	4-11-97	NITE	NORTHFIELD, MN. (100)
4-11-97	NITE	ALBERT LEA, MN. (101)	4-11-97	NITE	ENGLEWOOD, IL. (102)
4-11-97	NITE	ARCOLA, IL. (103)	4-11-97	NITE	PRAIRIE VIEW, IL. (104)
4-11-97	NITE	LACROSSE, IA. (105)	4-11-97		APPLETON, WI. (106)
4-11-97		SHIPSHEKANA, IN. (107)	4-11-97		AURORA, IL. (108)
4-12-97	0130	CHIPPEWA FALLS, WI. (109)	4-12-97	1830	REDFORD, IA. (110)
4-12-97	2400	EAU CLAIRE, WI. (111)	4-12-97	EVE	HANOVER, IL. (112)
4-12-97	EVE	HAYWARD, WI. (113)	4-12-97	EVE	KENOSHA, WI. (114)
4-12-97	NITE	CAMP POINT, IL. (115)	4-12-97	NITE	GOLDEN, IL. (116)
4-12-97	NITE	BEARDSTOWN, IL. (117)	4-12-97	NITE	ELKHART, IN. (118)
4-12-97	NITE	ANGOLA, IN. (119)	4-12-97	NITE	PLYMOUTH, IN. (120)
4-12-97		ELIZABETH, IL. (121)	4-13-97	0330	SUPERIOR, WI. (122)
4-13-97	AM	MARTIN, TN. (123)	4-13-97	2100	SHELDON, IA. (124)
4-13-97	2200	MADISON, WI. (125)	4-13-97	2400	WATERVILLE, MN. (126)
4-13-97	EVE	APPOLLONIA, WI. (127)	4-13-97	EVE	SANBORN, MN. (128)
4-13-97	EVE	HASTINGS, MN. (129)	4-13-97	EVE	LA CYGNE, KS. (130)
4-13-97	NITE	BRUCE, WI. (131)	4-13-97	NITE	HILLSBORA, WI. (132)
4-13-97	NITE	DURAND, WI. (133)	4-13-97	NITE	WOODWARD, OK. (134)
4-13-97	NITE	CARTERVILLE, MO. (135)	4-13-97		HANKINSON, ND. (136)
4-13-97		WARSAW, IL. (137)	4-13-97		WAUNAUKEE, WI. (138)
4-13-97		VOLGA, SD. (139)	4-13-97		ARLINGTON, SD. (140)
4-13-97		MONTGOMERY, MN. (141)	4-13-97		CLARA CITY, MN. (142)
4-14-97	1900	KENTON, O. (143)	4-14-97	1900	BARNESVILLE, ND. (144)
4-14-97	B 2000-2130	AVILLA, IN. (145)	4-14-97	2111-2130	MELITA, MAN., CAN. (146)
4-14-97	2130	GLENBORA, MAN., CAN. (147)	4-14-97	2200	MAYFIELD, KY. (148)
4-14-97	EVE	HIFFLIN, O. (149)	4-14-97	EVE	BEAVER CREEK, MN. (150)
4-14-97	EVE	CROOKSTON, MN. (151)	4-14-97	NITE	FULTON, AK. (152)
4-14-97	NITE	GLENWOOD, WI. (153)	4-14-97	NITE	ANGUS, MN. (154)
4-14-97	NITE	MONGO, IN. (155)	4-14-97	NITE	WASHINGTON, IA. (156)
4-14-97		EVAN, MN. (157)	4-14-97		KEITHSBURG, IL. (158)
4-14-97		NEVADA, IA. (159)	4-14-97		SHELBYNA, MO. (160)
4-15-97	2100	BAKTER SPRINGS, KS. (161)	4-15-97	2100	LAKE MILLS, WI. (162)
4-15-97	2125	MINOT, ND. (163)	4-15-97	EVE	MT. OLIVE, IL. (164)
4-15-97	EVE	CARVER, MN. (165)	4-15-97	NITE	NIAGARA FALLS, NY. (166)
4-15-97	NITE	SEXTONVILLE, WI. (167)	4-15-97	NITE	CLEAR LAKE, WI. (168)
4-15-97		VILLISCA, IA. (169)	4-15-97		CORSICANA, TX. (170)
4-15-97		PRAIRIE ROND, MI. (171)	4-15-97		CHARLOTTE, MI. (172)
4-15-97		CRAB ORCHARD, KY. (173)	4-15-97		EVAN, MN. (174)
4-16-97	2000	ARROWSMITH, IL. (175)	4-16-97	2000	VANDALIA, IL. (176)
4-16-97	2030	HAMILTON, MO. (177)	4-16-97	2200	LAWRENCEBURG, IN. (178)
4-16-97	EVE	KINGSTON, IL. (179)	4-16-97	EVE	DEKALB, IL. (180)
4-16-97	EVE	GIBSON CITY, IL. (181)	4-16-97	EVE	CHANKASSEN, MN. (182)
4-16-97	NITE	LONGVIEW, TX. (183)	4-16-97	NITE	NEWARK, O. (184)
4-16-97	NITE	SHERBURNVILLE, IL. (185)	4-16-97	NITE	LANDESSVILLE, IN. (186)
4-16-97	NITE	DELAVAN, MN. (187)	4-16-97	NITE	HOFFMAN, MN. (188)
4-16-97	NITE	HUMBOLDT, IA. (189)	4-16-97	NITE	GOLDSBORO, NC. (190)
4-16-97	NITE	LAMONT, WI. (191)	4-16-97		LEITCHTON, IL. (192)
4-16-97		MANNON, IL. (193)	4-17-97	AM	GUTHRIE, KY. (194)
4-17-97	2030	WORTHAM, TX. (195)	4-17-97	2100	HAMILTON, MO. (196)
4-17-97	2130	PADUCAH, KY. (197)	4-17-97	NITE	ENNIS, TX. (198)
4-17-97	NITE	THREE RIVER, MI. (199)	4-17-97	NITE	WAWAKA, IN. (200)
4-17-97	NITE	BAGLEY, WI. (201)	4-17-97		NORTH DALLAS, TX. (202)

DATE:	HOUR:	LOCATION:	DATE:	HOUR:	LOCATION:
4-17-97		FRANKLIN GROVE, IL. (203)	4-18-97	0030	CALIFF, TX. (204)
4-18-97	0530	HARVE, MT. (205)	4-18-97	2200-2300	KIOWA, KS. (206)
4-18-97	EVE	WETMORE, KS. (207)	4-18-97	EVE	FLEMINGVILLE, IA. (208)
4-18-97	NITE	OSGOOD, IN. (209)	4-18-97	NITE	CARROLTON, MO. (210)
4-18-97		FRANKLIN GROVE, IL. (211)	4-19-97	2015	GENESCO, IL. (212)
4-19-97	2100	DALLAS, TX. (213)	4-19-97	2200	DALLAS, TX. (214)
4-19-97	EVE	DENVER, CO. (215)	4-19-97	NITE	GROESBECK, TX. (216)
4-19-97		ALBANY, D. (217)	4-19-97		DUNLAP SPRINGS, TN. (218)
4-19-97		MADISON LAKE, MN. (219)	4-20-97	0100	WALNUT GROVE, MN. (220)
4-20-97	2200	AKRON, O. (221)	4-20-97		JACKSONVILLE, FL. (222)
4-20-97		NEWPORT, AK. (223)	4-21-97	EAM	SOUTH BRISTOL, NY. (224)
4-21-97	2000	TIPTON, IN. (225)	4-21-97	2100	CHICAGO, IL. (226)
4-21-97	EVE	JAMESTOWN, NB. (227)	4-21-97	NITE	GALLION, O. (228)
4-21-97	NITE	FERGUS FALLS, MN. (227)	4-21-97	NITE	MINERAL POINT, IL. (230)
4-21-97		SAVANNAH, O. (231)	4-21-97		ELBOW LAKE, MN. (232)
4-21-97		JACKSON, MI. (233)	4-22-97	NITE	YONKERS, NY. (234)
4-22-97	NITE	CUMBERLAND CO., VA. (235)	4-23-97	NITE	CERRILLOS, NM. (236)
4-23-97		HIAWATHA, KS. (237)	4-24-97	EVE	DMER, MI. (238)
4-24-97	NITE	LOGANSPOUT, IN. (239)	4-24-97		CARLISLE, KY. (240)
4-25-97	EVE	SUNBURY, D. (241)	4-25-97	NITE	FREELAND, MI. (242)
4-25-97	NITE	EMPORIA, KS. (243)	4-26-97	NITE	BURR OAK, KS. (244)
4-28-97	NITE	FOX LAKE, MN. (245)	4-30-97	NITE	MILES CITY, MT. (246)
4-97	EVE	LEROY, MN. (247)	4-97	NITE	LEXINGTON, NB. (248)
4-97	NITE	EL RENO, OK. (249)	4-97	NITE	CHAPEL HILL, NC. (250)
4-97		NELSON, WI. (251)	4-97		GREELEY CO., NB. (252)
4-97		NEBRASKA CITY, NB. (253)	4-97		WHITTEN, IA. (254)
4-97		HUMESTON, IA. (255)	4-97		PIONEER, IA. (256)
4-97		ELKADER, IA. (257)	4-97		LAMINE, MO. (258)
4-97		LYNNVILLE, TN. (259)	4-97		PULASKI, TN. (260)
4-97		SPRINGFIELD, TN. (261)	4-97		KASHVILLE, TN. (262)
4-97		GRANITE FALLS, MN. (263)	4-97		ONARGA, IL. (264)
4-97		ROWELL, IL. (265)	4-97		BELVIDERE, IL. (266)
4-97		SHULLSBURG, IL. (267)	4-97		GRAND RIDGE, IL. (268)
4-97		OAKLAND, IL. (269)	4-97		MARION, IL. (270)
4-97		FORRESTON, IL. (271)	4-97		PERCY, IL. (272)
4-97		ROANN, IN. (273)	4-97		WATERLOD, IN. (274)
4-97		TISHOMINGO, OK. (275)	4-97		SILVER CLIFF, CO. (276)
4-97		CAMBRIDGE, D. (277)	4-97		ALLIANCE, O. (278)
4-97		BENTONVILLE, AK. (279)	4-97		FAYETTEVILLE, AK. (280)
4-97		SHERMAN HILL, WY. (281)	4-97		SHELDON, ND. (282)
4-97		CHRISTINE, ND. (283)	4-97		(284)
5-2-97	EAM	WILLIS, KS. (285)	5-11-97		VALLONTA, IN. (286)
5-12-97		HANOVER, IN. (287)	5-97	EVE	BEECH GROVE, O. (288)
5-97	EVE	FT. LYNN, AK. (289)	5-97	NITE	ANTELOPE, ND. (290)
5-97		CUYAHOGA FALLS, O. (291)	4/5-97		WINSIDE, NB. (292)
4/5-97		CONNEAULVILLE, PA. (293)	4/5-97		MEADVILLE, PA. (294)
4/5-97		ENDERLIN, ND. (295)			

The following are those of insufficient data which referred to a sighting of a bright, moving light.

DATE:	HOUR:	LOCATION:	DATE:	HOUR:	LOCATION:
10-96	BUSK	SAN FRANCISCO, CA. (1)	11-16-96	2100	ALAMEDA, CA. (2)
11-18-96	EVE.	STOCKTON, CA. (3)	11-19-96	NITE	OAKLAND, CA. (4)

DATE:	HOUR:	LOCATION:	DATE:	HOUR:	LOCATION:
11-20-96	EVE	OAKLAND, CA. (5)	11-22-96	1800	SAN FRANCISCO, CA. (6)
11-22-96	1850	OCEAN VIEW, CA. (7)	11-22-96	1900	SAN FRANCISCO, CA. (8)
11-22-96		OAKLAND, CA. (9)	11-22-96		SAN LEANDRO, CA. (10)
11-22-96		SEBASTOPOL, CA. (11)	11-22-96		SACRAMENTO, CA. (12)
11-24-96	1830	HAYWARDS, CA. (13)	11-24-96		SAN LEANDRO, CA. (14)
11-25-96	1800	GRASS VALLEY, CA. (15)	11-25-96		LIEDEL PLACE, CA. (16)
11-25-96		SAN FERNANDO, CA. (17)	11-29-96		DELANO, CA. (18)
11-30-96		REDLANDS, CA. (19)	12-2-96	2200	MARYSVILLE, CA. (20)
12-3-96		HEALDSBURG, CA. (21)	12-4-96	1830	RENO, NV. (22)
12-4-96	NITE	WOODVILLE, CA. (23)	12-96		ALBANY, OR. (24)
12-96	2300	SAN JOSE, CA. (25)	1-97		DEARBORN (26)
3-7-97	2145	SOUTH OMAHA, NB. (27)	3-22-97	NITE	BYRON, MI. (28)
3-27-97	NITE	STOCKTON, KS. (29)	3-27-97		ATOPHSON, KS. (30)
3-27-97		HOLTON, KS. (31)	3-27-97		CONCORDIA, KS. (32)
3-28-97	EVE	JUNCTION CITY, KS. (33)	3-28-97	NITE	STOCKTON, KS. (34)
3-29-97		BELLEPLAIN, KS. (35)	3-97		HILLSDALE, MI. (36)
3-97	EVE	KEARNEY, NB. (37)	3-97	2000	HARLAN, IA. (38)
4-1-97		NEW ORLEANS, LA. (39)	4-3-97	NITE	STOCKTON, KS. (40)
4-5-97		OTTAWA, KS. (41)	4-8-97	2000-2100	SPARTA, IL. (42)
4-9-97	2130	GRINNELL, IA. (43)	4-9-97	NITE	ELBURN, IL. (44)
4-10-97	2000-2100	TAMPICO, IA. (45)	4-11-97	2045	CHESTERTON, IN. (46)
4-11-97	EVE	ARCADIA, WI. (47)	4-11-97	EVE	HOUGHTON, MI. (48)
4-12-97	2000	CAMBRIDGE, IL. (49)	4-12-97		FULTON, IL. (50)
4-14-97	2000-2100	HANKINSON, ND. (51)	4-14-97		HART, MI. (52)
4-15-97	EVE	AKRON, O. (53)	4-15-97		COLUMBUS, NB. (54)
4-15-97		CLARKS, NB. (55)	4-16-97	NITE	FARNEY, TX. (56)
4-16-97	NITE	PADUCAH, KY. (57)	4-16-97	NITE	DALLAS, IA. (58)
4-16-97		KYTE RIVER, IL. (59)	4-17-97	2000	LINDEN, MO. (60)
4-17-97	2100	PRINCETON, KY. (61)	4-18-97	NITE	HALLOCK, MN. (62)
4-19-97	EAM	PITTSBURG, PA. (63)	4-19-97	2200	RIDGEVILLE, IN. (64)
4-19-97		SWANSEA, IL. (65)	4-20-97	NITE	RIDGEVILLE, O. (66)
4-20-97	NITE	MERIDEN, IL. (67)	4-24-97	2400	LAUREL HEIGHTS, TX. (68)
4-26-97	NITE	NORWALK, CT. (69)	4-29-97	0030	BUENA VISTA, CO. (70)
5-3-97	AM	MCCARTHRU, O. (71)	5-3-97	NITE	HATTIESBURG, MS. (72)
5-7-97	NITE	COCHRANTON, PA. (73)	5-9-97	NITE	SALIDA, CO. (74)
4/5-97		MAYHEW, WI. (75)	4-97	EVE	PHILLIPS, WI. (76)
4-97	NITE	HEWINS, KS. (77)	4-97		LONG LAKE, MI. (78)
4-97		FUDGE CREEK, IA. (79)	4-97		BRUNSWICK, MO. (80)
4-97		CLINTON, MO. (81)	4-97		LOGANSPOUT, IN. (82)
4-97		ALMA, CO. (83)	4-97		ALTA VISTA, KS. (84)

The following is a list of the reports of insufficient data in which the report was of a moving colored light.

DATE:	HOUR:	LOCATION:	DATE:	HOUR:	LOCATION:
11-26-96	2000	BAKERSFIELD, CA. (1)	4-10-97	2245	BLOOMFIELD, IA. (2)
4-12-97	2030-2100	WARREN, IL. (3)	4-12-97	EVE	TAYLORVILLE, IL. (4)
4-13-97	2145	MELROSE, MN. (5)	4-13-97	NITE	MOTLEY, MN. (6)
4-14-97	2100	DETROIT, MN. (7)	4-14-97	2100	MIDDLEVILLE, MI. (8)
4-14-97	2230	HILLSBORO, O. (9)	4-14-97	2400	KENOSHA, WI. (10)
4-15-97		MOLINE, IL. (11)	4-15-97		JAMESTOWN, ND. (12)
4-16-97	NITE	BENSON, MN. (13)	4-16-97		BENTON, TX. (14)

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DATE:	HOUR:	LOCATION:
4-19-97	1900	DALLAS, TX. (15)
5-9-97		SILVER PLUME, CO. (17)
4-97	0200	MARION, IN. (19)
4-97	2130	GRAND HAVEN, MI. (21)

DATE:	HOUR:	LOCATION:
4-21-97		HOLDENVILLE, OK. (16)
5-11-97		SILVER PLUME, CO. (18)
4-97	2100	HIAWATHIA, KS. (20)
4-97		SHULLSBURG, MI. (22)

APPENDIX E

The following represent those that were felt to be balloon hoaxes. This cannot be confirmed, but they gave the impression of being such.

DATE:	LOCATION:	REPORT:
11-15-96	SAN ANDREAS, CA.	During the evening, many saw a moving light for 10 minutes. It was a large bright light, size of a saucer and going east. (1)
11-16-96	OAK PARK, CA.	A lone witness saw airship high in the sky. It was <u>circling</u> and left a <u>smoke trail</u> . (2)
11-17-96	SACRAMENTO, CA.	For <u>30 minutes</u> , a resident saw airship going to southwest. It was rising and like a light with a dark, <u>egg shaped body</u> above it with the small end forward. He heard voices from it. (3)
11-17-96	SAN FRANCISCO, CA.	A person saw a strong white light with a dark body above it. It was going slowly northeast. (4)
11-20-96	OAKLAND, CA.	Two residents saw a bright light with possible propellers. As it passed over, it angled down. (5)
11-22-96	OAKLAND, CA.	For 20 minutes, during the afternoon, many saw a light going west. It was low, then rose higher. Most witnesses felt it was a balloon. (6)
11-23-96	SAN FRANCISCO, CA.	Between 2100-2130, many saw a light moving slowly and in an undulating manner. It rose slowly and steadily during the rainy night. (7)
11-23-96	SAN FRANCISCO, CA.	At 1900, a witness saw a light that appeared to be attached to a dark object. It was high and going east. (8)
11-24-96	OAKLAND, CA.	Many saw a moving light at 1900. It was 1000 feet up and moving east, with the wind. (9)
11-26-96	HAYWARDS, CA.	At 1700, the witness saw the airship rise from a <u>canyon</u> and go west. (10)
11-28-96	ALAMEDA, CA.	During the night, a few people saw a light for <u>20 minutes</u> . It suddenly appeared and flared to the size of a man's head. It rose, went west, turned, and left south. (11)
12-96	BATTLE MOUNTAIN, NV.	A light was seen to rise straight up from the earth. It was to the north and went west. (12)
12-96	ELKO, NV.	Many saw a light rise above the horizon to a great height. It was seen for <u>2 hours</u> . It was to the north and went west. (13)
2-16-97	NORTH PLATTE, NB.	A few people saw a light the size of a barrel. It would rise straight up to about 200 feet and then <u>descend very rapidly</u> . It sent out sparks as it descended. This was <u>repeated several times</u> . (14)
2-24-97	PAWNEE, NB.	At 2100, many saw the airship. It would move along, <u>then dart down</u> . It <u>repeated this several times</u> during the 1 1/2 hours it was seen. (15)

DATE: LOCATION: REPORT:  
3-13-97 NORTH LOUP, NB. On the clear, moon lit night, many saw a brilliant ball of fire to the west and going east. It varied in intensity and frequently threw out sheets and streaks of sparks. (16)

3-26-97 BELLEVILLE, KS. At 2120, telegraph operators saw a light half the size of a train headlight, but of a bluish tint. It hovered 1 mile over the city for 45 minutes. (17)

3-27-97 TOPEKA, KS. A large, blood red light was seen by a large number of people at 2130. It was high to the west and going to the northeast. It would disappear and reappear. After 45 minutes, it went out like a candle being blown out. (18)

3-29-97 CHANUTE, KS. During the night, a light was seen to pass over from the northeast to the southwest. It took 10-15 minutes to do this and was 1000 feet up. (19)

3-30-97 CHANUTE, KS. The sighting was an exact duplicate of above. (20)

3-31-97 ALBIA, IA. During the night, the airship passed over. (21)

4-2-97 ONEIDA, KS. A light like a train headlight was seen high in the southwest. It had a dim outline of a vast object belching flame and smoke. The light grew brighter as it darted about. (22)

4-3-97 BLIVET, KS. At 2030, the airship was seen going west. At times the lower part appeared heart shaped and the center opaque. It had rays of light extending obliquely down to the right and left. It moved as if under human control and some thought they heard music. It was seen 40 minutes. (23)

4-8-97 CARROLTON, MD. During the night, a few people saw a light pass over erratically. It took 1 hour to pass from west to east. (24)

4-8-97 HARLEM, MD. Several railroad employees saw a strange moving light move across the heavens. It was seen at night and was 1 mile up. (25)

4-9-97 AURORA, IL. At 2130, many saw a moving light pass over. (26)

4-9-97 FREEPORT, IL. Many saw a strange acting white light at 2100. It moved east to west at a tremendous speed. It shifted about in an uncertain manner and rose as it approached the city. The sky was partially overcast. (27)

4-9-97 JOLIET, IL. A few people saw a light pass over during the night. (28)

4-9-97 MAXWELL, IA. At 2000, a few people saw the airship pass over going east. It then turned north and left. (29)

4-9-97 ROCKFORD, IL. Several saw a bright, peculiar light north of them and going southwest at 2030. It dimmed as it moved away. They heard human voices from the terrestrial regions in the direction of the airship. (30)

4-10-97 CHILLICOTHE, IA. At 2130, a resident saw the airship pass over going to the northeast. (31)

4-10-97 DANVILLE, IA. Several saw the airship very high to the east at 1830. (32)



DATE:	LOCATION:	REPORT:
4-10-97	SALESBURG, IL.	During the early hours, an operator saw the airship pass over. (33)
4-10-97	GRINNELL, IA.	Several saw a bright red light with a dark bulk above it at 2100. It passed over going southwest to northwest in an undulating, zigzag course. (34)
4-10-97	JANESVILLE, WI.	During the night, many saw a bright light going north. It passed over in an erratic manner. (35)
4-10-97	LA HARPE, IL.	At 2030, a few people saw a light that would fade and brighten. It was seen 15-20 minutes as it passed over going south. (36)
4-10-97	MELROSE, IL.	A lone resident saw the airship hover 200 feet up during the night. (37)
4-10-97	MONMOUTH, IL.	At 2020, many saw a light to the northwest and was going northwest. It seemed to act like a hot air balloon and was brighter than a star. (38)
4-10-97	SIOUX CITY, IA.	The airship was seen to pass over at 2115. (39)
4-10-97	WHAT CHEER, IA.	At 2100, a red light was seen going northwest. It had movements like a paper balloon. (40)
4-10-97	WINTERSET, IA.	A balloon shaped affair with a hanging appendage shaped like a whale with lights was seen at 2100. The witness said it was going north. (41)
4-11-97	SUPERIOR, WI.	During the night, several saw an oblong, white light for 15 minutes. It was to the southwest and moving rapidly. It changed to yellow, to red and had a small green light at the rear. (42)
4-11-97	ANDERSON, IN.	Several saw a bright light that was larger than a star during the evening. It was seen for 10 minutes, <u>seemed under intelligent control, and they heard the rattling of wings.</u> It was 5,000 feet up, passed over at 20 MPH, and going to the north. <u>It circled as it passed over.</u> (43)
4-11-97	BUSSEY, IA.	At 2000, many saw a very strong light <u>for 1 hour.</u> It was to the northwest and most of the witnesses felt it was a balloon or a kite. (44)
4-11-97	ELKHART, IN.	Between 2200-2400, many saw the airship pass over rapidly. It was seen <u>for 30 minutes.</u> (45)
4-11-97	MERRILLON, WI.	At 2230, an operator saw a red light that passed over very high. It changed to white and appeared like a star. (46)
4-11-97	NEWTON, IA.	A large number of people saw the airship at 2000. It was to the north and something like <u>a parachute with a light dropped from it,</u> but nothing was found. (47)
4-11-97	SOUTH BEND, MI.	The airship was seen to pass over during the evening. (48)
4-11-97	STEVENS POINT, WI.	During the night, a few operators saw the air- ship pass over. (49)
4-12-97	COLUMBIA, SC.	At 0030, a newspaperman saw a very large bal- loon going southeast. It had a basket attached and <u>heard voices from it.</u> (50)

- DATE: LOCATION: REPORT:
- 4-12-97 FARLINVILLE,KS. During the night, a few people saw the airship pass over to the northeast. It took 1 hour to do this. It had projections of light extending downwards and at the sides and the ends were pointed. (51)
  - 4-12-97 JONESVILLE,MN. At 2100, a few saw a large red light which circled to the north. (52)
  - 4-12-97 STOCKBRIDGE,WI. Several saw the airship pass over during the evening. (53)
  - 4-12-97 WEST BRANCH,IA. A 2115, many saw the airship for 5 minutes. It passed over going to the northwest. (54)
  - 4-13-97 CARLINVILLE,IL. A large number saw the airship pass over. (55)
  - 4-13-97 CINCINNATI,OH. At 0200, a resident saw the airship moving very high and very fast. It was sahped like a balloon but was wider from side to side. (56)
  - 4-13-97 MADISON TWP,IA. A few saw a light to the west at 2100. It was going northwest and appeared like a light attached to a paper balloon. (57)
  - 4-13-97 MICHIGAN CITY,IN. At 2100, a few saw a bright light. Most of felt it was a balloon since they could see a dark body under it. It passed over, 600 feet up, and going to the east. (58)
  - 4-13-97 NEVADA,IA. The airship was seen to pass over, 2000 feet up, going northwest to southeast at 1945. (59)
  - 4-14-97 ARKANSAS CITY,KS. A railroad employee saw the airship during the night. It had red and green lights and was going southwest. When it was about over the Arkansas River, it dove toward the earth. (60)
  - 4-14-97 NEAR SHELBURN,IN. At 2330, a few saw the airship rise in the southwest. It was barrel shaped, pointed in the front, bound by heavy bands, and had a steering apparatus in the rear. It was 200 feet up and going northeast. (61)
  - 4-14-97 SLUFFTON,OH. During the evening, a few saw the airship pass over. (62)
  - 4-14-97 CLARKSVILLE,TN. A resident saw the airship pass over. (63)
  - 4-14-97 DALLAS,TX. A resident saw a peculiar object that sailed like a bird. It appeared like an illuminated balloon and had 2 great lights. It was going to the south. (64)
  - 4-14-97 FORT WAYNE,IN. During the night, a pear shaped object was seen. It had the apex down, was yellow, and from the sides 2 rays of light was seen. It was to the west and going northwest. It was seen for 20 minutes. (65)
  - 4-14-97 MIDDLEVILLE,MI. At 2230, a bright light was seen to rise in the east. It had a car attached, colored lights and scattered smoke and sparks. It left to the southwest. (66)
  - 4-14-97 PORTLAND,IN. A few saw a light pass over during the night. (67)
  - 4-14-97 ROCK FALLS,IL. Many saw a bright light with a strange form attached at 2100. It was to the west and passed over. (68)
  - 4-14-97 SAVOY,IL. A resident saw the airship pass over. (69)

DATE:	LOCATION:	REPORT:
4-14-97	SHELBY, MI.	At 2100, a large number saw a balloon like object with a green and white light pass over. (70)
4-14-97	STERLING, IL.	Many saw a light pass over to the west at 2100. (71)
4-14-97	WARSAW, IL.	During the night, many saw a large dark body to the right of a bright white light. It was going west. (72)
4-15-97	ASTORIA, IL.	The airship was seen to pass over <u>at a terrific speed.</u> (73)
4-15-97	CLAYTON, MI.	A few saw the airship pass over during the evening. (74)
4-15-97	COUNCIL GROVE, KS.	During the night, a few saw the airship pass over going southwest to northeast. (75)
4-15-97	EDINA, MO.	A few saw a small light like a small balloon at night. (76)
4-15-97	PITTSFORD, MI.	At 2156, an operator saw the airship pass over. (77)
4-15-97	QUINCY, IL.	A few saw a red light larger than Venus. It was going north. After it passed below the timberline and was lost to view. Five minutes later, it rose again. It was seen at 2100. (78)
4-15-97	RUSSELLVILLE, KY.	For 10 minutes, a few saw a moving light with a large black body during the night. It circled to the west. (79)
4-15-97	SPRINGFIELD, IL.	At 1930, many saw a bright light to the west and going to the northwest. Some said it came down in Washington Park, rose a little, and went out. It was seen again and rose higher. (80)
4-16-97	BEAVER DAM, KY.	A large number of people saw a dark object with light to the south. It was seen during the night and <u>noise of its movements were heard.</u> (81)
4-16-97	DALLAS, TX.	During the night, a resident saw an object <u>like a cigar.</u> It was large in the middle and small both ends. It had great searchlights and <u>great wings like an enormous butterfly.</u> It moved to southeast with the wind. (82)
4-16-97	FORT WORTH, TX.	A resident saw an object like a bird with <u>wings outstretched</u> and had a headlight. It was seen at night and to the west. (83)
4-16-97	FORT WORTH, TX.	During the night, several <u>railroad men</u> saw the airship pass over. (84)
4-16-97	LOUISVILLE, KY.	A few saw a light going northwest for 2 minutes during the night. (85)
4-16-97	MARSHALL, TX.	During the night, a <u>railroad man</u> saw the airship pass over. (86)
4-16-97	NASHVILLE, TN.	At 2300, many saw a cluster of light descending toward the city. When 200 yards of the ground, a <u>strong current of wind from the north</u> swept it south. It gradually ascended to an upper air stream and left. (87)
4-16-97	RANKIN, IL.	Many saw the airship pass over at 2000. (88)
4-16-97	DOG RUN, O.	During the evening, a resident saw the airship pass over. (89)

DATE: LOCATION: REPORT:

4-18-97 FORT WORTH, TX. A resident saw the airship pass over during the night. (90)

4-18-97 JASPER, AL. Between 2000-2100, several saw a light pass over. (91)

4-18-97 WEST POINT, NB. At 2120, many saw a huge, dazzling, white light with a small red light beneath it. It passed over going northeast to southwest. (92)

4-19-97 DALLAS, TX. A few saw a bright light pass over at 1945. It was 1 mile up and going northwest. Some said it made a whining, whizzing noise. (93)

4-19-97 DALLAS, TX. At 2100, a resident saw the airship pass over at 200 MPH. (94)

4-19-97 LEAVENWORTH, KS. Several saw the airship 1 mile up and going to the northwest at 0315. It was going 30-40 MPH and at times the wind seemed to blow it off course. At times the outlines of a boiler like arrangement could be seen. It was seen for 20 minutes. (95)

4-20-97 BARNESVILLE, O. A light was seen to hover for 15 minutes during the night. It was bright, 3-4 degrees long, and brighter than Venus. It suddenly went out. (96)

4-20-97 BARTLETT, TX. During the night, many saw a very large ball of fire that dropped 3 smaller balls. It was going southwest. (97)

4-23-97 FITCHVILLE, O. For 2 hours, an object like a huge fish was seen going southeast. Some said it was a large balloon. (98)

4-23-97 ZANESVILLE, O. A few saw the airship pass over during the night. (99)

4-24-97 HILLSBORO, WI. At 2100, many saw a bright light that hovered over the city. It left east. It was the size of a water pail and had dark lines on the sides. It changed from white to red to blue. (100)

4-25-97 WARRENTON, OR. Few saw a very large balloon going slowly to the northwest. (101)

4-29-97 MT. VERNON, O. At night, a few saw object like a paper balloon for 5-8 minutes. It passed over going northeast to southwest. (102)

4-97 DOWNING, WI. The airship passed over during the night. (103)

4-97 MAPLE GROVE, WI. At 2100, a few saw a colored light rise in the east. It left to the northwest. (104)

4-97 NEW TROY, MI. The airship was seen to pass over 2000 feet up. (105)

4-97 N. PORTAL, NWT, CAN. The airship was seen to pass over. (106)

4-97 RED KEY, IN. A resident saw the airship pass over. (107)

4-97 TINA, MO. A cigar shaped object, was seen on a zigzag course at 100 MPH. It had a light about the size of a water bucket. (108)

5-1-97 WINNIPEG, CANADA At 2100, many saw the outlines of a dark object that carried a strong headlight. It was seen 15 minutes as it passed over going 50 MPH to the northwest. It moved with the wind. (109)

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DATE:      LOCATIONS:      REPORT:  
5-2-97    BUFFALO,KS.      A few saw a light in the sky at 2100. It bounced up and down and went out. Later they saw a light rise from a cornfield and split. One part went up and the other went down. (110)

5-4-97    CLEVELAND,O.      At 1945, a few saw 2 exceedingly bright lights going southwest at 4-5 MPH. The balloon was 2 1/2 feet long, 1 1/2 feet wide, and had 2 lights in the front, 1 on the bottom, and at the rear. The light moved alternately up and down. They moved like 2 balloons tied together. They were 900 feet up. (111)

5-4-97    NEW HAVEN,CT.      A resident saw a bright light with a body behind it during the night. It moved from the east to the west. It appeared to change course several times. (112)

5-6-97    CLEVELAND,O.      At 2000, few saw a light going east. Some felt it was a balloon as some men were seen on top of a building and balloons had been sent up on many occasions. (113)

5-10-97   LOUISVILLE,KY.    A brilliant light was seen at 2045 by many. It was to the east and moved northwest. It was the size of a hat. When it was nearly overhead, it veered to the north and circled. (114)

5-97      ROME,GA.          The airship was seen to pass over. (115)

The following listing is of the reports that were felt to be kites. They all exhibited characteristics that a kite with a lantern would have.

DATE:      LOCATION:      REPORT:  
FALL 96    HASTINGS,NB.      The airship was seen to hover and circle for 30 minutes. It was 500 feet up and returned to its starting point. (1)

11-19-96   EUREKA,CA.      At 2130, a very bright light was seen moving in an undulating and zigzag path. It would descend near the water and then ascend. It did this 3 times in the 35 minutes it was seen. (2)

11-19-96   SAN FRANCISCO,CA.    Over 50 people saw 2 white lights with a red light between them for 30 minutes. It was to the west and was seen at 0200. It crossed 1/10 of the sky in the time seen. (3)

11-21-96   SAN FRANCISCO,CA.    At 1600, many saw a bird like machine that hovered to the south. (4)

11-22-96   SAN FRANCISCO,CA.    For 15 minutes, many saw 3 bright lights close together at 1940. The rays of one light went northwest, one to the southwest, and one went straight down. They were moving slowly to the south at 200-300 feet up. (5)

11-25-96   LOS ANGELES,CA.      A few people saw 3 lights moving east in a zigzag pattern. (6)

1-31-97    HASTINGS,NB.      At 2130, a glaring light was seen circling. It went north for 3 miles at 300 feet up. It hovered for 5 minutes, ascended 200 feet and hovered for 8 minutes. It then descended 200 feet, circling as it did. It then went west for 2 miles, slowed and circled for 15 minutes. It then descended and left after being seen for 30 minutes. (7)

2-5-97    INVALE,NB.      During the night, many saw an object that had 2 sets of large wings and a headlight. It had 3 smaller lights at regular intervals on each side. It was conical shaped, 30-40 feet long, and a large fan shaped rudder. Some of them heard voices and laughter. (8)

- DATE: LOCATION: REPORT:
- 2-7-97 YORK,NB. A few saw a bright light to the west and moving northwest at 2100. It disappeared and reappeared suddenly. Then it suddenly lowered, moved south, and then north. (9)
- 2-8-97 HASTINGS,NB. This is an exact duplicate of the sighting dated 1-31-97. (10)
- 2-23-97 OMAHA,NB. During the night, many saw moving lights of different colors. They seemed to be attached to an oblong object. (11)
- 2-25-97 BEATRICE,NB. A kite shaped object the color of a lantern was seen at 2240 going north at 1/2 mile up. It would recede then reappear somewhere else, but more plainly. (12)
- 2-25-97 GRAND ISLAND,NB. Many saw a light for over an hour at night. It would approach and then recede. (13)
- 2-25-97 HASTINGS,NB. The airship was seen for 5 hours starting at 2335 by many people. It was moving east, 1/2 mile up, and in an undulating path. (14)
- 2-25-97 WYMORE,NB. At 2135, a bright light was seen going northwest. It went north and travelled 20 degrees at a terrific rate. It turned west, then south, made a circuit of the city, and descended to 1/2 mile. It then rose of 1 mile and left. (15)
- 2-97 KEARNEY,NB. Many saw a light that would dim and then brighten between 1930 and 2200. It would go north and was seen 2 or 3 times during the month. (16)
- 3-3-97 PAWNEE CITY,NB. Between 2200 and 2300, a few saw the airship circling to the west. It moved as if guided by human hands. (17)
- 3-15-97 OMAHA,NB. A large light passed over and it moved as if controlled by a human agency. (18)
- 4-3-97 STORM LAKE,IA. Several saw a light that swayed like a bird flying against the wind. They heard voices and the working of machinery. It was seen at 2200 and watched for 30 minutes as it went northwest in an undulating pattern. (19)
- 4-6-97 VINTON,IA. At 2100, several saw the airship to the southwest as it was going northeast. It moved like a bird flying against a wind; darting to and fro. It would rise quickly and lower gently as if under perfect control. It was low enough for a swishing sound to be heard. (20)
- 4-8-97 ATCHISON,KS. A resident saw a peculiar light that had the appearance of a lantern on a kite's tail. It was seen at 2300 for 2-3 minutes. (21)
- 4-8-97 CISCO,IL. The airship was seen by a lone man to the north. It was known that boys in the area had been flying kites with lanterns attached. (22)
- 4-10-97 CLARINDA,IA. At 2015, a few saw a large ball of flickering, yellow light. It was to the north at 45 degrees elevation and going northwest. It was seen for 30 minutes. It radiated brilliant flashes and had a car beneath it that was 15 inches long and 6-8 inches high. (23)
- 4-10-97 LA CROSSE,WI. Many saw a bright light to the west for 1 hour. It was going to the northwest and was seen for at 2000. Some saw yellow and blue lights. Binoculars revealed an oblong object suspended beneath the light. (24)

DATE:	LOCATION:	REPORT:
4-10-97	MIDDLETOWN, IA.	During the night, several saw red and green light going south. <u>A train was said to have passed under it.</u> (25)
4-10-97	N. MANCHESTER, IN.	For 15 minutes, many saw 2 brilliant light about 10 feet apart. The night was partly cloudy. It was to the northwest and going west erratically at 50-60 MPH at 500-600 feet up. (26)
4-10-97	NEVADA, MO.	During the evening, many saw a large structure that had white and green lights and made a <u>rustling noise.</u> It was to the south of town. (27)
4-10-97	WAUCOMA, IA.	Many saw a bright light going south at 2000 feet up, It was seen at 2100. Binoculars revealed 2 lights, front one white and the rear one blue, separated by the dim outline of a <u>cigar shape.</u> (28)
4-12-97	ELGIN, IL.	A light was seen by many to the southeast at night. It hovered and moved like a light attached to a kite. (29)
4-12-97	TOPEKA, KS.	For 10 minutes, a few saw a light at 2030. It was to the west and moved like a lantern attached to a kite. The sky was cloudy at the time. (30)
4-13-97	LITTLE FALLS, MN.	At 2130, a few saw a colored light moving rapidly northwest to southeast. Binoculars showed it was like a huge butterfly with fans like those of a windmill. There was an unconfirmed rumor that somebody was flying a kite with lanterns attached. (31)
4-16-97	MANSFIELD, TX.	A <u>cigar shaped object with wings or sails outstretched</u> was seen by a few people at 2145. It had a headlight, green side lights, and a red taillight. It was the size of a box car. It was first at 500 feet altitude, dipped to 300 feet, and then ascended to a greater height. (32)
4-16-97	MERNA, IL.	<u>Several railroad men</u> saw a flat, rectangular object with red and white lights pass over at 1945. It was going to the northwest. (33)
4-17-97	SLEEPY EYE, MN.	During the night, a resident saw a <u>barrel shaped object</u> with small colored lights. It was seen for <u>over an hour</u> and acted like a kite. (34)
4-17-97	UPPER SANDUSKY, O.	Several saw a 40 foot long, <u>cigar shaped object that had huge wings for 30 minutes.</u> It was to the northwest and going north. It had purple, yellow, and green lights. Once it made a dive toward the earth, but recovered. The moon was shining and the sky was rather cloudy. 9350
4-18-97	ASHLAND, O.	At 2300, a resident saw a snake like object with 6 green lights. It was going south and he lost sight of it for a few moments. Then it rose again, went northeast, and descended again. It did not reappear. (36)
4-18-97	LYONS, NB.	<u>For 3 1/2 hours,</u> many saw an object with a headlight and a taillight. It had outlines between them resembling the <u>fans of a windmill.</u> It was to the southeast and moving northwest at 4-6 MPH. It was first seen at 2130. It made a large circle 2-3 times and left. (37)
4-20-97	WAHOO, NB.	At 2400, several people saw the airship to the northeast. It moved like a light on a kite. (38)

DATE: LOCATION: REPORT:

4-22-97 MARQUETTE, MI. A large number of people saw a white light with the outline of a black body going to the northeast at 2045. It was moving at 60 MPH. It was said that a kite with a lantern had been sent up, but this was not confirmed. (39)

4-25-97 LOGANSPOUT, IN. At 2230, several people saw an object to the east. It was like a kite and had red, white, and blue lights. (40)

4-28-97 CLEVELAND, O. An object was seen at 45 degree elevation to the west and moved slowly east. It was seen at 1930 and was 1000 feet up. It was like a bat of light which assumed the form of a huge kite with lights attached to the perpendicular part of the frase and at each corner. (41)

4-97 ARMSTRONG, MD. During the night, a resident saw a red light that looked to be attached to a kite. (42)

4-97 SENECA, KS. A red light that acted like a kite, diving and rising, was seen to the east. (43)



APPENDIX F

The following reports are those felt to be due to meteors. From the witness description, this is very obvious.

- DATE: LOCATION: REPORT:
- 10-22-96 NEVADA, CA. At 1810, 3 balls of fire like a train of cars was seen. They were seen for 30 seconds and left a long, fiery tail as they left north. (1)
- 3-97 CLARKS, NB. Several residents saw a light like a giant ball of fire at 2100. It broke up and 2 pieces went downward and the main body went south. It was very rapid and came from the north. (2)
- 4-2-97 OTTAWA, KS. At 2000, several saw a light like an arc light to the west. It was surrounded by an aureola of green. One side was like a headlight and the other like a taillight. It shot out rays of light. When it was descending, it was going north. When it was ascending, it was going south. (3)
- 4-8-97 MILTON, IA. Several residents saw a bright light for a few seconds at 2130. It was to the northwest and going northwest. (4)
- 4-13-97 AVONDALE, IN. A resident saw a carried colored light for a few seconds at 0300. It made a low rumbling sound as it went north to south rapidly. (5)
- 4-13-97 MUNCIE, IN. This was identical to the above, but was dispatched from Muncie and raises the question of plagiarism. (6)
- 4-14-97 DOWAGIAC, MI. At 2300, a few people object which left 3 trails of fire and the odor of garlic, which remained for 2 hours. (7)
- 4-14-97 SOUTH HAVEN, MI. A cigar shaped airship was seen at 2000. It was moving west at a tremendous speed. (8)
- 4-14-97 ORANGE, TX. During the night, a bright light was seen. It was moving southwest to northeast and left a trail of paler light several hundred feet long. (9)
- 4-16-97 SALEM, IL. A light was seen moving rapidly. It had a headlight, a green light behind, and left a trail of purple sparks and the odor of sulphur. (10)
- 4-16-97 GARLAND, TX. A blaze of light, 150-200 feet long, was seen going northwest for 2 minutes. It was seen by a few railroad men. (11)
- 4-17-97 CHICAGO, IL. At 1930, a residents saw a bright light that crossed the sky in 45 seconds. It was to the southwest and went northeast. (12)
- 4-18-97 ELMER, MO. A resident saw a light with a trail of light at night. (13)
- 4-19-97 MANISTIQUE, MI. During the night, many people saw a cigar shape with a bright light in the center. It was going west at 1000 MPH. (14)
- 4-20-97 GALVESTON, TX. A big white light was seen at 0520 by a resident. It was very high, going south, and seen 1 minutes. It was 75 feet long and appeared to roll over slowly. (15)

DATE: LOCATION: REPORT:  
 4-22-97 LYNCHBURG, VA. Between 2100 and 2200, a few residents saw an object pass over, going east at a tremendous speed. It was like a white cloud, but when it was closer saw a big searchlight with rows of twinkling lights on the sides. It was immense and had tremendous outspreading wings. It left, appearing as a white cloud again. (16)



4-24-97 COLUMBUS, O. A report was circulated that the airship had crashed into a barn at 1900. It made a "dull heavy, sickening thud" and the airship was completely burned. (17)

5-9-97 CINCINNATI, O. Many saw a brilliant light pass over, southeast to northwest, at 100 MPH, at 2000. It was very high and some said it appear to be cigar shaped. (18)

APPENDIX G

These reports are felt to be not real. This would indicate that they are a hoax of perpetrated by either the witness or the newspaper. The criteria for this judgement was outlined in the chapter titled "It Is Seen".

DATE:	LOCATION:	REPORT:
11-16-96	SACRAMENTO, CA.	A cigar shaped object was seen by a resident at 0100. He though he could hear voices from. (1)
11-16-96	WINNEMUCCA, NV.	At 2400, many saw a ball of fire moving rapidly west. A voice was heard to say, "Lower the ship," and a hand came out and took a Chinese flag from a mast. (2)
11-17-96	SACRAMENTO, CA.	Two residents heard voices singing and saw a bright light moving high in the sky. (3)
11-17-96	SACRAMENTO, CA.	Several trolly workers saw an airship and heard voices and singing. (4)
11-17-96	SACRAMENTO, CA.	A brilliant light was seen by several people. It was 300-400 feet up and they heard singing from it. Another source made no mention of the voices. (5)
11-17-96	SACRAMENTO, CA.	A resident saw the airship and hear a voice say, "We are too low down here. Send her up higher." This was followed by a discussion on the feasibility of going higher. Other sources made no mention of the words heard. (6)
11-17-96	SACRAMENTO, CA.	A few saw the airship ascending at a slant. They heard a "merry chorus" from it. (7)
11-17-96	SACRAMENTO, CA.	A resident saw a bright light and a faint shape behind which gave the idea of a balloon shape. It was going west at an altitude of 1000 feet. He found other trolly carmen who saw it at East Park. They said they heard music and a voice say, "Well, we ought to get to San Francisco by tomorrow noon." (8)
11-22-96	ANTIOCH, CA.	At 2113, many saw the airship pass over at a high altitude. When it hovered, a terrible gust of wind hit the town. It threw out signals to one of the witnesses. (9)
11-22-96	REDWOOD CITY, CA.	Two residents saw a cigar shaped object that had a headlight and ponderous wings at 2200. It was seen for 10 minutes going south at a tremendous speed. (10)
11-22-96	SAN JOSE, CA.	Many saw a moving light at 2300. It was using paddles as propellers. (11)
11-23-96	LATHROP, CA.	A resident saw a cigar shaped silhouette that had smoke coming from the ends. It descended near the insane asylum. (12)
11-24-96	HANFORD, CA.	During the night, a light surrounded by a halo of dazzling light. It was at 45 degree elevation and flapping wings were seen. (13)
11-26-96	EAST SAN JOSE, CA.	At 1900, 2 lights, one behind the other, was seen for 2-3 minutes. They were 6 inches in diameter and their motion indicated flapping wings. It was at 1500 feet and moving at 60-100 MPH. It came from the north, turned east, then southwest, then west, then south, and left southeast. (14)

DATE: LOCATION: REPORT:  
11-26-96 OAKLAND, CA. A black cigar shaped object was seen at 2000. It was moving southeast to west at 1200-1500 feet up at a tremendous speed. It was 100 feet long and the tail was triangular with one apex attached to the surface which appeared to be tarnished aluminum. As it neared Lorin, it turned quickly and left west. It was seen again at 2030. (15)

11-26-96 SAN JOSE, CA. At 1900, the airship was seen moving slowly northwest to west in a zigzag pattern. It had wings that flapped forward and down. A red light hung below the craft and a cone shaped projection in the front was 20 feet long. (16)

11-26-96 SAN JOSE, CA. Many saw a light moving south, rapidly and 900 feet up. It sank to the west, then they saw 2 lights which rose as one light. It left, one behind the other. It was seen at 1900. (17)

12-76 NR. RENO, NV. A resident saw a light, 500 feet up. Two lights were seen to flash out. He heard a voice say, "We are 4 degrees too far north, change the course." (18)

3-3-97 WOOD RIVER, NB. At 0117, the airship was seen to pass over. It was 1 mile up and the outline was plainly seen. (19)

3-31-97 SALESBURG, MI. Many residents saw a brilliant white ring on a huge, black, flame tipped object. It was seen for 30 seconds at 2200 when it passed over going north. They heard human voices and a sharp crackling sound. (20)

4-2-97 ZANESVILLE, O. Railroad employees saw the airship moving rapidly to the southwest. It was during the day and it was 200 feet up. (21)

4-8-97 OSSEO, IL. The airship stopped for repairs "having dislocated a wing. August Anderson rubbed the fracture with 'dead shot' and it left for Cambridge to take something." (22)

4-8-97 WAVERLY, IA. During the night, a resident saw the airship. It had wings and a dash of a balloon and bicycle. It had green light on the port and a red on the starboard. A cow catcher was in front. It passed over and he heard a familiar voice say, "Say, boys, just boost her up a couple of thousand feet higher till we get out of sight of town. You see she's got a revolver." He had seen a man from Waverly apparently get into the airship. (23)

4-9-97 KENOSHA, WI. During the evening, many saw a cigar shape body with a framework and wings. (24)

4-9-97 PERRY, OK. An object was seen at 0100 very high to the southwest. It had a headlight, other lights, and 2 sets of wings or sail. One set was some distance above the other and they fanned the air alternately. The craft seemed to be under perfect control. (25)

4-9-97 PERRY, OK. At 2215, a newspaperman saw the airship. It was 100 feet long, 25 feet wide, and had fans or wings on each side that moved very rapidly. A searchlight flashed on the city several times. It had other smaller lights and moving objects were seen. It was very high and circling. (26)

4-9-97 RIDOTT, IL. Several saw a cigar shaped object at 2359. It was to the east and moved west slowly. It had white and green lights on the ends and wings on the sides. At each end was a propeller. (27)

4-9-97 STERLING, IL. At 2030, several saw a large star, 2000 feet up, moving rapidly to the northwest. Working wings or side propellers were seen. (28)

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DATE: LOCATION: REPORT:

4-10-97 AMES, IA. For 8 hours, beginning at 2130, a bright light with a winged, cigar shaped car attached was seen 1 mile up and moving southwest to northwest. The lights were constantly changing from red to green. (29)

4-10-97 ANDERSON, IN. Several saw a bright light at 0100. They could hear the shuffling of wings as it moved south at a terrific speed. (30)

4-10-97 FOND DU LAC, WI. The airship was seen at night by a few people. It had a green light at the tail and a red light at the front. They could see guy ropes and riggings. (31)

4-10-97 KEWANEE, IL. The operator saw the airship pass over in the early morning hours. He wired Galesburg to be on the look-out. (32)

4-10-97 RACINE, WI. At 0010, a resident saw the airship at 45 degree elevation and moving north-northwest. It had red, blue, and yellow lights. Some of the lights were fixed and some whirled about in an eccentric manner, throwing off sparks. He had to hold to a fence to keep from falling. He returned to Mr. Smoger's, but it was closed. He heard an authoritative voice giving orders and at intervals he heard "Hic Hick Ugh" with a hissing sound. (33)

4-10-97 STILES, WI. A few saw the airship at night. It was high and moving east at a terrible rate. The witnesses had been drinking, and had "replenished their glasses with magnifying power for the 8th time." (34)

4-11-97 NEAR DUBUQUE, IA. At 2130, many, on a train between here and Minneapolis, Mn., saw the airship which was the size and shape of a small tug boat. It had a white light in front and red in rear. The wings were working fast. (35)

4-11-97 CHARLES CITY, IA. Several saw a brilliant light approaching from the west at 1945. It passed over rapidly. It was a peculiar phosphorescent light that palpitated in undulating waves of the bottom. Some said they saw "Watrbury Clothier" on it. It made a sizzling sound that was felt to be a freak of the Mason City gas that was used. A letter was dropped which read: "Sorry we can't stop. Have an engagement with Updegraff early tomorrow morning at Washington to fix a deal for the Charles City Post office." They had recieved a call from Mason City that it was on its way. (36)

4-11-97 CHRISTIANA, WI. At 2300, a few residents saw a 35-40 foot long airship going northwest. It moved rapidly and was 75 feet up. (37)

4-11-97 CLARENCE, IA. The airship landed and frightened some cattle in the morning. (38)

4-11-97 HAWARDEN, IA. Several residents saw the airship for 3 minutes at 0030. It was conical shaped, 60 feet long, and had 4 sets of wings. The wings were 15 feet long and located 10 feet apart. It had 2 red lights at the stern and a bright searchlight at the bow. The searchlight was turned on the town for a time. They heard the working of machinery and voices mingled with the laughter of women. It left north. (39)

4-11-97 KIMMUNBY, IL. A 100 foot long airship with a headlight and 2 red taillights was seen at 2000. (40)

4-11-97 LOGANSPOUT, IN. At 2300, several saw a red and green light going rapidly east at an altitude of 2 miles. It looked like a barber pole with a shaving mug suspended from it. It was said to have cast a shadow. (41)

DATE: LOCATION: REPORT:  
4-11-97 MANISTIQUE, MI. A multi-colored light was seen to the east during the evening. It was half the size of the moon and cast a shadow. (42)

4-11-97 MASON CITY, IA. At 1930, a large number saw a cigar shaped object that was 90 feet long and 12 feet in diameter. In the center was a large cylinder that was 5 feet in diameter and 19 feet high. This was where the gas was stored. The captain said he stopped to get some Mason City gas because it was the best. It had an immense pair of wings made of a gauzy substance enclosed in steel frames and a steering apparatus like a pigeon tail. It was pale green and had a headlight and red and green lights on the rear. It took on supplies, including alcohol. (43)

4-11-97 MAUSTON, WI. Several saw a very large green and white light going northwest at 2030. It moved like a boat on rough water. A letter was found and is in the chapter on physical evidence. (44)

4-11-97 NEWELL, IA. Several saw a bright light that was so intense that one witness had to cover his eyes. It was seen in the evening. (45)

4-11-97 SHEBOYGAN, WI. During the early morning, a few residents saw a light that was too large for a star. It was to the east and moving rapidly to the south. They heard music and could faintly distinguish "Just Tell Them That You Saw Me." (46)

4-12-97 ADAIRVILLE, KY. Many saw a bright light to the north, moving south at 1 mile altitude. It was like a train headlight and had wings or propellers on the sides. The headlight was 20 inches in diameter and the taillight was red. It had a 10 foot long steel body. It was seen for 1 hour at 2030. (47)

4-12-97 CEDAR FALLS, IA. At 2130, a large number of people saw a bright light 3 times the size of Venus. It had red and green lights. It was like a huge swan in motion with lights attached to either wing. It made a hissing sound. It was seen for 40 minutes at it moved from southeast to northwest at an altitude of 1000 feet. (48)

4-12-97 CONDO, WI. The airship was seen to land for gas which was supplied by Mr. Dinshore. A Judge Eray and several prominent citizens took a ride to Springfield in it. It left east. (49)

4-12-97 DEKALB, IL. In the morning, a resident saw the airship land and take on supplies near Normal School. The provisions were furnished by local merchants. He saw a barrel of sugar being delivered there. (50)

4-12-97 DULUTH, MN. The witnesses were spending the night on a roof in hopes of seeing the airship. There were indications that they were drinking as they had to replenish their "refreshments" several times. At 2315, they saw a light to the west. With 1 eye closed, they saw 3 airships. With both eyes open, they saw a confused mass of green and blue lights. One of the ships seemed to be making signals. (51)

4-12-97 JACKSONVILLE, IL. An airship like a Regalia cigar done up in tin foil was seen to pass over at night going west. When it was over the railway tanks, it lowered a siphon. (52)

4-12-97 LINCOLN, IL. At 1945, during a heavy rain and lightning storm, a large number saw multicolored lights going south. Some witnesses said they saw wings, and some heard voices. It was 2000 feet up and a photo was obtained. (53)

4-12-97 MARSHALL, MO. A cigar or butterfly shaped object was seen by a few people at 2000. It had golden wings and eyes that shone up and down the creek. (54)

DATE: LOCATION: REPORT:

4-12-97 MINERAL POINT, WI. A large light, the size of a house, was seen at night. It had 3 cupola, atop which saw an American eagle with wings outstretched. It moved in a swaying manner. When it was directly overhead, they saw a tubular contrivance that had been let down. One witness grabbed it and tried to climb up. The other witness pulled him back. (55)

4-12-97 NEW HOLLAND, IL. At 2200, a light with all the colors of the rainbow was seen in front of an object like the skeleton of a huge butterfly. It was going northeast rapidly. (56)

4-12-97 PERRY SPRINGS, IL. Several railroad employees saw an aluminum cigar shaped object that had wings on the sides. It was very low and going west, slowly. They heard an accordion playing "Just Tell Them That You Saw Me." The witnesses were on a train at the time. (57)

4-13-97 ARMSTRONG, IA. A red light was seen during the evening to the north. The witness said they heard female voices singing "After The Ball." When it was 2 miles west of town, it changed direction from west to north. (58)

4-13-97 CANTON, SD. An object was seen that had a red light in front and a green at the rear. It was seen by several at night. It was propelled by huge wings or fans as it went north. A change of angle of the fans caused it to rise or fall. (59)

4-13-97 COLBY, WI. At 2100, many saw a cigar shape with a red light at one end and green at the other. It had wings, a rotating fin at the rear, and a house in the center. It was to the west and going north at a rapid rate. (60)

4-13-97 CRESSON, TX. An operator saw an object like the top of a passenger coach pointed at both ends. It had a powerful searchlight in front and several smaller lights on the sides. It was 60 foot long and had bat like wings. It was going southeast at a terrific rate. (61)

4-13-97 DANVILLE, IN. Several saw the airship to the northwest at 2030. It passed over and they heard voices and singing. (62)

4-13-97 DENTON, TX. During the night, several saw a cigar shaped object for 20 minutes. It was going southeast and was 1/2 mile up. It had 2 great mugs thrusting out from each side, a broad tail for steering, and a long beak or blade on front. It had a searchlight and windows on the side through which shone smaller lights. It cast a 50 foot long shadow on the moon. (63)

4-13-97 DYERSVILLE, IA. A resident saw a balloon like object pass over going east to west. It had large wings that worked like windmills at a terrible rate. A broad, flat attachment in the rear, which when raised, lowered the ship, and vice versa. (64)

4-13-97 EVANSVILLE, MN. At 2400, an operator saw a bright white light that changed to red or blue. It passed over going southeast to northwest and was high up. He had received word from Melrose that it was on its way. (65)

4-13-97 WAVELOCK, NB. Many saw red and green lights, 500 feet up at 2100. They heard singing and noise of machinery. (66)

4-13-97 MINOT, ND. At 2350, several saw something that carried red, green, and white lights. It was seen for 1 1/4 hour, going southeast to northwest at 500-1000 feet up. It was following the line of the Soc tracks. It moved 100 miles in the time seen. (67)

DATE: LOCATION: REPORT:

4-13-97 NEAR FRANKFORT, IN. Several saw a cigar shaped object with riggings, wings, and green, yellow, and white lights. It made a swishing and roaring sound. It was going southwest during the evening hours. (68)

4-13-97 PARDEEVILLE, WI. The airship was seen to pass over in the night. It made an unearthly screech. (69)

4-13-97 SHEWAND, WI. During the evening, several saw a strong, red light moving east to south at a high rate. Some said it was a huge ball of fire with several smaller light of different colors. Some said it was shaped like a bat. (70)

4-13-97 ST. PAUL, MN. Many saw a light that changed colors to green, red, white, and yellow. It was seen at 2100 and for 30 minutes. It hovered to the northwest for 15 minutes. It appeared to be dragging its anchor and was slowly ascending. Several thought they heard the command to cut the anchor. It accelerated and left. (71)

4-13-97 TWO HARBORS, MN. At 2120, several saw the airship in the southwest going northwest. One witness said the bright light was a flash exposure for pictures of the Earth to be taken to Mars. It hovered over the party and a pail was lowered with a silver dime in it. The party filled it with Boch, but drank a little. They then sent down a nickel and requested a copy of the Iron News. (72)

4-13-97 WASHINGTON, DC. The airship was seen by many at 2100. It was seen below the clouds, but disappeared above the clouds. (73)

4-14-97 ANDALUSIA, IL. At 2300, several saw the airship surrounded by clouds. One witness fired a shot at it. The air became so strong with sulphur that breathing was difficult. Fearful noises issued from it. (74)

4-14-97 DANFORTH, TX. The airship was seen for 30 minutes at 2302. It was 1 mile up and whistled "down brakes" when over the city. A brass band played "The Midway Plaisance" and Handel's "Wedding March." A parachute was let down and attached to this was a piece of parchment covered with strange characters. (75)

4-14-97 DUPLIN, IA. The airship was seen and it was so low that one man could hear the fireman shoveling coal. (76)

4-14-97 ELKHART, IN. At 0530, a photographer saw the airship for 15 minutes to the southeast. He took a photo of it which showed a cigar shaped object with a basket attached. It had long triangular wings and 3 people in the basket. He heard the wings fluttering. (77)

4-14-97 HILLSBORD, IL. The airship was seen in the evening to the west. (78)

4-14-97 HOPE, AK. At 2300, an operator saw a large, dark object with a searchlight which was focused on the witness. It was going northwest in a zigzag manner and was 1 mile up. (79)

4-14-97 HORNELLSVILLE, NY. The airship passed over at night and dropped a letter. For contents, see chapter on physical evidence. (80)

4-14-97 LAWRENCE, KS. At 0300, a resident saw a ball of fire with a projection on top. He saw it for 1 hour and it was moving west rapidly. This report was identical, except for name, as the report at Abilene, KS., of 4-13-97. (81)



DATE: LOCATION: REPORT:

4-14-97 MARION, IN. Several saw a large cigar shaped object with broad wings at 1900. It passed over going northwest. The light would fade and brighten and the weather was cloudy. (82)

4-14-97 MOBERLY, MO. Many saw a 50 foot long object like a ship with lights in every window. It was seen at 2330 and going south at an altitude of 1 mile. It had a very strong light in front, an enormous rudder, and was enclosed in a luminous vapor. (83)

4-14-97 RED OAK, IA. A resident saw the airship at 2300 and heard celestial music coming from it. (84)

4-14-97 SLEEPY EYE, MN. A photograph was taken of a 100 foot long object that had large, wing like sails at both ends. It was seen at 2302 and was 1 mile up. The photographic plates were broken. (85)

4-14-97 SPRINGFIELD, IL. A cigar shaped object with an elongated basket beneath was seen by a resident in the early morning. It was 1/8 mile up and going southeast to northwest at 10 MPH. Its searchlight hit the capitol dome 3 times and made the copper top glisten. It made a soft roaring sound. (86)

4-14-97 WALNUT GROVE, IL. A resident saw a light, low in the northwest and moving southeast. Suddenly, a loud crash was heard and part of the barn roof was torn off. A frightened cow knocked the witness out. When he came to, he said the airship hit the barn, but sailed away. (87)

4-15-97 BATTLE CREEK, MI. A multi-colored light was seen going west at 2300. It was in view for 45 minutes. A large sailors needle and a letter was found in front of the Daily Moon office. It said the airship had started from San Francisco and made the Great Lakes in one day and was now on its return trip. (88)

4-15-97 CABOOL, MO. A passenger on a train, at night, saw a large object with a brilliant light. It was like a dragon fly having 2 sets of wings. The superior wings were 2 times as wide and 6 times as long as a passenger coach, the inferior set extended to the rear. The body was cigar shaped and the size of a coach. (89)

4-15-97 DEADWOOD, SD. At night, many saw a light on Terry Peak. Several went to investigate and found a cigar shaped object with enormous wings. (90)

4-15-97 DOW CITY, IA. At 0530, several saw the airship going west. They heard foreign voices, but understood that they had a mission. (91)

4-15-97 DUNKIRK, O. Several railroad men saw an object as large as a wagon bed. It had wings stretching from each side and a propeller at each end. There was a red light in front and green one in back. They heard men's voices. It was seen at 2015 and was moving east at a very low altitude. (92)

4-15-97 FAYETTEVILLE, NC. At 2000, many saw a ship with riggins and red and green lights. (93)

4-15-97 FORT WORTH, TX. Some railroad men saw a large, dark object with a bright headlight. It passed over during the night and was going southeast. (94)

4-15-97 GROGAN, MN. The airship passed over during the night going from northwest to southwest. Dia outlines were seen and it dropped a package containing a letter. The contents of it are in the chapter on physical evidence. (95)

DATE: LOCATION: REPORT:

4-15-97 HOYT, IA. A 0200, a resident saw the airship moving southeast to northwest. It was like a whaleback ship with screw propellers. It was buoyed up by 2 sets of powerful shutters and lighted with electricity. He heard people talking. (96)

4-15-97 ISHPEMING, MI. A resident saw a bright light at 2400. He heard a grinding, grating, and hissing sound. There was an exchange of notes of a political nature. (97)

4-15-97 NORFOLK, NB. During the evening, a witness saw a great bird like object going north. Bright lights flashed out from the front and green lights at the rear. It was cigar shaped, winged, and had a canvas canopy. When it was over the standpipe, a pail was lowered and it was filled. (98)

4-15-97 PARIS, TX. At 0200, several saw a 200 foot long cigar shaped object to the northeast and going east. It had attachments like great fans which were projected at a 45 degree angle. The one in front was elevated and the one at the rear was depressed. (99)

4-15-97 QUINCY, IL. Several saw the airship coming down the river. It whistled ineffectively for the drawbridge to open. It rose and flew over it. (100)

4-15-97 SIGBOURNEY, IA. During the night, many saw a light that was so bright that it had to be viewed through smoked glasses. It had 2 flagstuffs, 2 wings, and a bell rope hung out behind. The head was most hideous. (101)

4-15-97 WELLSVILLE, MO. A resident saw the airship going south at 2115. It stopped 1/2 mile west of town and took on 3 tons of coal. (102)

4-16-97 ASTORIA, IL. The airship passed over and a letter was found on Saturday. See the chapter on physical evidence for contents. (103)

4-16-97 BOYNTON, IL. At 2130, a resident saw a cigar shaped object that tapered at both ends. It passed over going southwest at 30 MPH. It was 150 feet long, 50 feet wide, winged, and had different colored lights on the side. (104)

4-16-97 BUCYRUS, O. Many saw a cigar shapedcraft with wings and a headlight. It was red and fiery. It passed over at 0130, 1 mile up, and going southeast. (105)

4-16-97 COPPACK, IA. At 0900, many saw a rectangular object with yellow, broad, spreading, unmovable wings. There were numerous turbine wheels on the undersurface and it made a humming noise. It came so low that the hull plowed a ditch across a hill that was 5 rods long, 3 feet deep, and left a curious piece of machinery. (106)

4-16-97 DANVILLE, IL. Many railroad men saw a cigar shaped object with a bright light in front and red and blue lights on the sides. The headlight shifted from side to side. It was seen for 10 minutes at 2000. It was said to be going 120 MPH. (107)

4-16-97 FARMINGTON, NY. In the early morning, several saw a light pass over. Several said they heard the sound of a steam propelled vessel. The next day a parachute of oiled silk was found with a message that the airship Pegasus had passed over at 0145 and was going from the Atlantic to the Pacific in 5 days. (108)

4-16-97 HUNTINGDON, TN. The airship was seen directly overhead at 2230. A note was dropped from it. Prof. Longnaye interpreted it. It said "Is Col. Tom Baker in town? If so, we will land and take him on board. We have a high up place for Tom." (109)

DATE: LOCATION: REPORT:

4-16-97 JACKSON, O. At 2200, several saw an object to the southeast. It had a body like the water works standpipe. The rudder was like the tail of a whale and it carried a large headlight that was pointed toward Washington, DC. (110)

4-16-97 JEFFERSON, IL. Several saw a cigar shaped object with a headlight at each end. It was during the night and was in the northeast going south. (111)

4-16-97 KAUFMAN CO., TX. At 2100, a resident saw the airship directly overhead and going south. It was like a Chinese dragon with fire from its nose. The fore and hind legs were pin shaped and were the propellers. (112)

4-16-97 LANSING, MI. A resident saw object that was 800 feet long at 2230. It had Japanese lanterns all along the top, a large fan-tailed sail, and was a dark bay color. He heard voices that sounded like Jim Baird and Charlie Bicker. (113)

4-16-97 MARION, O. Several saw a cigar shape with a bright, spreading light at 2000. It was going southwest at a very high altitude. (114)

4-16-97 NASHVILLE, TN. A resident saw a strange object at 0245 that was going northwest. It was a cigar shaped object that was 65 feet long and rounded at both ends. It had broad plates that extended at right angles to and above it on both sides. These shifted with a clank and it rose. A large propeller was at the stern as were red and green lights. A large searchlight swung from side to side. (115)

4-16-97 RHOME, TX. At 2030, many saw an airship for 5 minutes as it went west at a short distance up. It was the size of a small passenger coach and had a searchlight and 5 lighted windows on the side. It was going 150 MPH. (116)

4-16-97 SABINAW, MI. Several railroad men saw a 30 foot long cigar shape at 0200 going southeast. It was low and moving at 25 MPH. A light illuminated the whole thing. A long basket hung 10 feet below the object. It had red and yellow lights. They heard a noise like a snare drum being played rapidly. (117)

4-17-97 ABILINE, TX. At 2330, several residents saw the airship going at a tremendous speed. It was 700 feet long and had windows that were brilliantly lighted. They heard the faint strain of music as from a powerful orchestra. It was going southwest, but when almost out of sight it veered to the southeast. (118)

4-17-97 ALLERTON, IL. During the election, the airship landed for several moments and was boarded by several people. This was at 1500. (119)

4-17-97 ANTWERP, O. Many saw a large airship at 0800. It was going southwest as it passed over. When near the town, it lowered and a republican saw the word "PROSPERITY" painted on the side. (120)

4-17-97 ASHTUBULA, O. At 2300, several heard a peculiar whizzing noise. They saw the airship apparently stuck in a bank of heavy clouds at an altitude of 1 mile and 32 feet. They heard voices coming from it. Three of the witnesses saw 2 airships, while 2 others saw only 1. (121)

4-17-97 ATLANTA, GA. The story was circulated that 300-400 airships were hovering over the city all day. They were allegedly gathering people to fight in Cuba. The Atlanta papers made no mention of this story. (122)



DATE: LOCATION: REPORT:

4-17-97 CAMERON, TX. At 1500, several saw the airship to the northwest and it was going southwest. It was like a great whaleback ship with immense wings fore and aft. There were great fins on the sides and underneath. There was a great commotion on board and signals were given with a change of colored banners. It made a humming sound and emitted streaks of dazzling white light. (123)

4-17-97 COLORADO, TX. A great, black, cigar shaped object with tremendous flapping wings was seen. It had a windmill like tail and 2 powerful searchlights that were cast on the city during the nighttime sighting. (124)

4-17-97 BALVESTON, TX. At 0300, the airship was seen going south at 240 feet above the earth. It was pointed at both ends and had a headlight. It was like a great bird with the wings flapping regularly. It followed the coast line. The sky was cloudless and the moon shone bright. (125)

4-17-97 GRANT, MI. Several saw a 200 foot long airship during the evening. It was 1 mile up and going north. (126)

4-17-97 HILDRETH, NB. During the evening, several saw a moving light. The first to see it said it had 2 lights. Later observers said it had 3 lights or eyes. Others who saw it still later said it had 5 eyes and a 300 foot long tail. (127)

4-17-97 LADONIA, TX. Several saw a 300 foot long airship that was surrounded by a dim, misty light. It passed over going rapidly from northeast to southwest. It had a bright headlight, lights shining from cabin windows, and the wings were huge. It was seen at 0300. (128)

4-17-97 MILAN, TN. A light was seen by many as it passed over. It was 1/2 mile up and going east to west. It was 25 feet long and hovered briefly. It was seen at 2020. (129)

4-17-97 NASHVILLE, TN. At 0130, several heard a sound like a pistol shot and one man was hit in the head by a champagne cork. They heard a round of laughter and voices as from Herman Haslock and Col. Wm. J. Slater. They saw a dark object with bright lights around it. It showed red and green lights. (130)

4-17-97 PADL, OK. A 75-100 foot long object was seen at 2035. It had a headlight like a train. It was going south at 1/4 mile up and at 45-50 MPH. (131)

4-17-97 TRENTON, TN. At 2030, several saw a large conical mass for 5 minutes. It was cigar shaped and had a red light on the right side and green on the left. It was in the north, going east at 15 MPH at 1500 feet up. (132)

4-17-97 WEST, TX. An object with a whaleback body and bat like wings was seen by several at 2230. It was going southeast at a tremendous rate and 200 foot altitude. It had a powerful headlight and windows from which lights shone. (133)

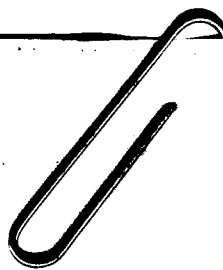
4-18-97 CRIPPLE CREEK, CO. At 1300, a large number of people saw a cigar shaped object that seemed to be dropping. It was 2 miles up and moving slowly northward. It had a polished surface and field glasses revealed wings or propellers. They saw what they thought was a cloud of papers falling from it. (134)

4-18-97 CRIPPLE CREEK, CO. A resident saw the airship to the north at night. It was a speck above Mt. Pisgh and a letter was found. The contents of the letter is in the chapter on physical evidence. (135)

DATE:	LOCATION:	REPORT:
4-18-97	DALLAS, TX.	Several saw the airship to the northeast. It was very high and passed over at a tremendous rate. It was 100 feet long, had a strong searchlight, smaller lights on the sides, and cast a dim shadow. (136)
4-18-97	DALLAS, TX.	At 1400, several saw a 60 foot long cylindrical object going southeast. It had <u>rapidly moving wings and a wheel at the rear.</u> It was said to have landed. (137)
4-18-97	DAVISON, MI.	A 30 foot long light was seen at 2230 by several people. It was to the north and moving southwest. It made a whizzing sound and a piece of paper fell from it. The contents is in the chapter on physical evidence. (138)
4-18-97	FARMERSVILLE, TX.	The airship was seen and <u>voices were heard singing "Hearer My God to Thee" and temperance material was distributed.</u> (139)
4-18-97	GALLIPOLIS, O.	A resident saw a <u>cigar with huge, flapping wings</u> extended from the sides. It had a flaming green headlight and a red light at the rear. He heard voices in a strange tongue. It <u>stopped at the reservoir and took on water.</u> They found a <u>bottle with a note in it.</u> It left slowly west. (140)
4-18-97	HEARNE, TX.	An airship with <u>Spanish words on the bow</u> was seen at 0200 by a lone resident. He felt it was a <u>filibustering expedition to Cuba.</u> (141)
4-18-97	JORDAN, IL.	At 2100, a man saw a <u>cigar shaped object land</u> at Bressler's Mill. It took on water and rose straight up to 1573 feet. It then left west. (142)
4-19-97	COWBILL, MO.	The airship was seen at 2400 going southeast to northwest. It had a dazzling headlight, <u>wings spread,</u> and red and green lights. (143)
4-19-97	CUTLER, O.	Several saw the airship at night going east at 1000 feet up. It was the size of a steamboat, <u>winged,</u> and had a searchlight on the bow. They heard <u>the noise of a gas engine.</u> (144)
4-19-97	NEW ULM, MN.	At 2100, the airship was seen passing over going west. When it was over the city, it stopped, hovered, descended to 100 feet, then shot upward, and left. One source said it <u>dropped several typed pages describing how it was built.</u> (145)
4-19-97	PALO PINTO, TX.	A huge object with a very large headlight was seen going north at 2100. The next day a <u>letter was found</u> attached to some large nails with twine. The contents can be found in the chapter on physical evidence. (146)
4-19-97	BOLIVAR, TN.	At 2100, several heard a roaring and splashing sound. They saw a light above the trees <u>going down the river.</u> <u>Its motive power was under the water.</u> The light was attached to it by a cable which <u>hit the bridge and broke.</u> The airship left south. <u>A monster serpent showed its full length in the air and dropped back into the water.</u> One witness said there were <u>2 airships;</u> the other saw only 1. This was due to the fact that the former visited the Palace Saloon twice and the latter once. (147)
4-19-97	CAMDEN, NJ.	A dark, <u>cigar shaped object</u> was seen emitting flashes of red fire and darting in and out of the clouds. Since the time was 2000, it was said to have been a dark cloud lit by the sun. (148)

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DATE: LOCATION: REPORT:

4-20-97 COLUMBIAN HEIGHTS, O. At 0900, the airship was seen going south at 2000 feet above the earth. It was shaped like a small yacht and carried a small sail. It was propelled by a wheel in the rear which glistened in the sun. (149)

4-20-97 JACKSONVILLE, FL. The occasional dim outline of an airship was seen for 15-20 minutes in the night. It was to the northwest and going north. There were words and eables on the side. (150)

4-20-97 MASSILLON, O. The airship was seen. A letter was found that read: "On board airship, bound for Cuba, April 20, 1897. To the finder, please mail enclosed letter and send your address to Mr. Edison, who will reward you, William R. Harris." (151)

4-20-97 SABINAL, TX. At 0200, an operator saw the airship going west, slowly, and at 300 foot altitude. The bottom was like the keel of the steamboat and made a strange whirring sound. (152)

4-20-97 BATAVIA, O. The airship was seen. (153)

4-21-97 COLORADO SPRINGS, CO. A strange light was seen between 2030 and 2100. It was to the southwest and moved northwest at 30-40 MPH. A letter fell in a beer bottle which shattered on impact. The contents is in the chapter on physical evidence. (154)

4-21-97 ELYRIA, O. At 0200, a resident saw the airship for 10 minutes. It was 1000-3000 feet up and shaped like a Pittsburg stogie. It had intense lights that glittered and a short tail with a brass ring around it. (155)

4-21-97 ERIE, PA. A long, cigar shaped object was seen to pass over rapidly, going south to north. It had 2 wing like fans on each side, a huge propeller at the stern, and bright lights at the bow. It was seen at 2300. (156)

4-21-97 NAPOLEON, IN. At 1200, the airship landed because a paddle in the propeller became loose. (156)

4-21-97 WELLINGTON, KS. A beautiful white light was seen to rise in the east at 2100. It went southeast and was the size of a child's hand. It changed course and circled. It had huge wings, a cigar shaped bag above the car. It made a low whirring noise. This stopped and they heard a click and the wings stood outstretched. It sank in a cloud of smoke. (157)

4-21-97 CUTLER, O. The airship stopped at Calamity Oil Company's well and took on a supply of oil to lubricate the bearings. (158)

4-21-97 FULTON, MD. Several heard the flapping of wings and saw a huge fish shaped object at 2300. (159)

4-21-97 GREEN FOREST, AK. At 0430, a resident saw the airship for 3 minutes. It passed over going northeast to west at 900 feet. It was like a row boat with large spreading wings. It was the size of a passenger coach, but wider. He heard the gentle beating of its wings. He saw something fall and found an unaddressed envelope with a note written in a delicate hand. See the chapter on physical evidence. (160)

4-22-97 BRENHAM, TX. Several saw the airship pass over, very high, and going south at 0400. It had lights and hulk like described in the papers. It made a roaring sound and a noise like rattling of glassware. (161)

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DATE: LOCATION: REPORT:

4-22-97 FLATONIA, TX. At 2200, a resident saw the airship pass over going southeast and 100 feet up. It was 30 feet long and propelled by fly wheels. When it was near the ground, the searchlight was turned on which slanted toward the ground from the rear. He heard the rapid whirrings of wings and saw different colored lights. (162)

4-22-97 EMPORIA, KS. During a storm, the airship came down and was recharged with electricity from the power plant. (163)

4-22-97 BLOUSTER, O. At 2200, the airship was seen to land at Mine No. 8 and took on coal and water. (164)

4-22-97 MOXAHALA, O. The airship was seen for 3 nights. It had 3 lights when flying and 2 (red and green) when hovering. It was said to have stopped for coal, but found the wrong quality and dropped it in a field. (165)

4-22-97 SCRIBNER, NB. The airship passed over so low that it broke the pane of glass in front of a store and collided with a smoke stack. (166)

4-23-97 BURTON, MI. At 1200, a resident heard a terrible rumbling and whizzing sound. He saw a dark object directly overhead. Something fell from it which turned out to be a toronto, Canada, paper dated October 5, 1896. It was dry and well preserved. (167)

4-23-97 DEBERRY, TX. The airship was seen going southeast to northwest at 2100. It was 200 yards away. (168)

4-23-97 DUPONT, O. A resident saw the airship rise in the north and sail away. He found a note from the crew saying they had travelled 4,000 miles and were going to find the North Pole. (169)

4-23-97 GALESVILLE, WI. During the night, an object like a lighted wagon box was seen directly overhead. It left northwest at 50 knots/hour. (170)

4-23-97 LINCOLN, NB. Many saw the airship. Some said it had large green eyes and a long tail. Others said the eyes were red. (171)

4-23-97 NEWPORT, KY. At 2030, several saw a long, cigar shaped object with lights pass over going west to east. They heard something heavy fall and found a bag of sand and a letter. The bag had broken open from the fall. The letter said: "Airship Pegasus, April 23, 8:30 pm--passed over Newport, Ky., at 8:25 pm, traveling at the rate of 40 miles an hour, due west. Aerometer recorded 200 miles since 4:30 pm. Expect to arrive at Nashville, Tenn., at 3 am Sunday." (172)

4-24-97 KANSAS CITY, MO. Two reddish lights separated by a dark shadow, 75 feet long, was seen by many at 2100. It was 1/2 mile up and going east from the northeast. (173)

4-24-97 LORAIN, O. The airship was seen and a letter was found. See the chapter on physical evidence for contents. (174)

4-24-97 ALICE, IA. During the evening, many saw the airship 500 feet up. It had 2 large, white lights. Some saw 2 great wings covered with red, white, and blue lights. These also saw "Kansas City or Bust" on the lighted cupola. (175)

4-25-97 CALLOWAY, NB. A few saw the airship directly overhead and going rapidly northeast. They heard music and notes of several instruments. It was seen at night. (176)

DATE: LOCATION: REPORT:  
4-25-97 OGDEN, U. For 2 hours, starting at 2300, many saw a long, cigar shaped object going west. It had a cabin in the center and was lit by different colored lights. (177)

4-25-97 BALLYHACKY, VA. A white object like a swan was seen at 2400. There was occasional flapping of wings with grace and beauty as it went up. A flash of light from the bow lit up an area showing men hiding and drinking. All around the sides were colored light in a supposed imitation of the British flag. The article contained several references to men drinking. (178)

4-26-97 BAYARD, NB. At 2330, a resident saw the airship going rapidly northeast. It had wings and a powerful light. He heard the whir of machinery. (179)

4-26-97 COLUMBUS, O. Several residents saw a large light going south at an altitude of 960 feet. It was 80 feet long and was followed by 4 smaller (25 foot long) lights. All were egg shaped and rigged in the latest styles of sailing riggings and pure white. It was seen at 2030. They heard a noise like the passage of pigeons. (180)

4-26-97 LITTLE ROCK, AK. An object like a balloon was seen for 15 minutes at 0515. It was going north at 50 MPH. A photo was taken which showed a cigar shaped object, 40 feet long, car beneath, anchor on a long rope, and a propeller at one end. (181)

4-26-97 SALIDA, CO. At 0010, several saw red, green, and blue lights directly overhead. They were going north. The next day a message was found in a broken beer bottle. The contents of it are in the chapter on physical evidence. (182)

4-26-97 SIDNAW, MI. A resident saw a cigar shaped object with red, green, and white lights at 2300. It had a basket hanging beneath it. It was 2000 feet up and going southeast at 50 MPH. (183)

4-26-97 TRENTON, NJ. At 2100, a large number saw what looked like shooting stars. The next day a package was found containing a note. The contents are in the chapter on physical evidence. It was raining and it was felt that the shooting stars were distress signals. (184)

4-27-97 CLEVELAND, O. A resident saw a blinding light high up and going southeast. When it turned around slowly, he saw a cigar shape with a balloon above it. (185)

4-27-97 FITZGERALD, GA. Several saw a large floating vessel at dawn. It was 1/4 mile up and moving at 100 MPH. Its outlines and lights were plainly visible. (186)

4-27-97 PHILADELPHIA, PA. During the evening, a resident saw 2 lights like powerful calcium lights. They were going rapidly to the southwest. They shed rays in a number of directions. He thought he could hear a whitting sound. It was a cigar shape and 50 feet long. (187)

4-28-97 AUSTIN, TX. It was drizzling rain at 0430 when a man was awakened by dogs barking. He saw a great light moving overhead at 250-400 feet up. He saw a V or fish tail shaped end. There was movement on each side like wings flapping. It was large and wide in the center, tapering towards the ends. After 10 minutes, it accelerated and left moving southeast to northwest. (188)

4-29-97 HOLTON, MI. At 2330, a man saw the airship approaching from the north at 200 feet altitude. It was lighted with electricity and loaded with revellers making a great deal of noise and music. It was 300 feet long, 90 feet wide, and 90 feet deep. The tail was 40 feet long and began whirling and it went toward Fremont. A grappling hook was let down, caught a citizen, and hoisted him aboard. He returned on the 2330 train from White Cloud. It was seen for 35 minutes. (189)



DATE:	LOCATION:	REPORT:
4-29-97	MONTROSE, CO.	A cigar shaped craft was seen at night. The witnesses heard a voice giving commands. A message was dropped saying that the name of the airship was "Alpha" and that it was headed for California. Women's voices were heard in gaiety and laughter. (190)
4-30-97	NEAR ALBION, NB.	Several men, were walking between here and Cedar Rapids, saw a big blaze of light cross their path. They heard the rattle of machinery and hum of voices. It was near the ground and rose and left. At the location was found a monkey wrench, a long necked bottle (supposed to have held 'city water') and a cork screw. The bottle was empty. (191)
4-97	AROMA, IN.	The airship was seen during the evening. A line was let down with an order for compressed natural gas. This was supplied. Another line was let down with a basket and money and a request for water and provisions. The money was in gold coin. The request was fulfilled and the object circled and left northeast. (192)
4-97	ASHLAND, PA.	They had received a call from Girardsville about the airship. Residents of Ashland then saw a 6 foot tall bright light. (193)
4-97	BOSCOBEL, WI.	The airship was seen during the evening. It was shaped like a Sweeper cigar with the sweeper being the tail. It glittered with electric lights. It had numerous wings that were moving rapidly. It was 1448 feet up and going from southeast to northwest at 60 MPH. (194)
4-97	CALDWELL, KS.	A resident saw a flying machine or a serpent sail over the city at night. (195)
4-97	CLAY CITY, KS.	Several saw the airship with headlight, propeller, and all. (196)
4-97	ELDRIDGE, ND.	Between 2100 and 2200, several saw the airship going north to south. It was a car attached to a large kite shaped structure. This had large wings or planes attached to it. It made a humming sound and some times it had colored lights. (197)
4-97	HAWARDIAN, SD.	Many saw the airship and heard laughing and talking from it. They could distinguish a woman's voice. It was seen at night. (198)
4-97	HERMANN, MO.	At 0330, several saw a light to the southwest. When it got closer, it threw out a flood of light on the city. It had a basket that was 25-30 feet long and canoe shaped. It had 4 wings, 2 on each side. There was a large dark hull above the car. The light grew dim as it neared the earth. (199)
4-97	LYON CO., MN.	A resident saw the airship. It had a sign on the side saying "Peace on Earth, Good Will to Men." When he called, he could hear voices as in conversation with someone outside and away from it. (200)
4-97	MINNESOTA	A resident saw the airship. It was so low that he could hear the most delightful music of harps and angels singing. It shot off on a tangent for the Evening Star. (201)
4-97	MONTEVIDEO, MN.	At 0355, several railroad men saw a cigar shaped body with 3 white lights and a red one. The report was very ambiguous. (202)
4-97	NASHVILLE, TN.	A resident saw the airship over Capitol Hill. It showed red, white, and blue lights. It was seen at 2300. The report contained many political comments. (203)

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DATE: LOCATION: REPORT:  
4-97 NASHVILLE, TN. At 2400, a man saw the airship with 2 searchlights. He heard the sweetest music coming from it. One singer sang "Coming Thro the Rye" and also "Put Me Off at Buffalo. (204)

4-97 NASHVILLE, TN. A man saw the airship pass over at night. He began to run. The object gave a snort and flew after him, throwing out sparks and puffing and snorting. (205)

4-97 NEBRASKA CITY, NB. Many saw the airship going south at a tremendous speed. It was 50 feet long and carried 2 red lights and an electric flashlight. It circles around. (206)

4-97 NOBLESVILLE, IN. This was identical to the above report from Aroma, In., except, here it left northwest and the witnesses felt it was from Mars. (207)

4-97 NEAR ASHLAND, O. The airship was seen to descend and scoop up 5 tons of coal. Attached to the tail was a large grapple fork which loaded the coal by use of a series of pulleys. It looked like a giant snake. (208)

4-97 NEAR ASHLAND, O. The airship was seen sucking eggs. (209)

4-97 ROWNSBURG, O. The airship was seen milking cows. A circular was dropped saying "This airship is a remarkable success and is on its way from San Francisco to New York and return by way of Texas, all to be accomplished this Saturday night. The details of the invention will be made public in a few days by the inventor." (210)

4-97 SPRINGFIELD, KY. The airship was seen a letter was dropped from it. (211)

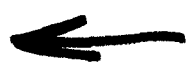
4-97 ST. MARYS, WV. Several saw the airship land on 4 legs. It had great wings "that sent the wind howling through the streets, completely demolishing the lookout glasses in the 'Easy' street building." (212)

4-97 SUPERIOR, NE. A large number of people saw the airship going northeast to south. It was shaped like a fish with numerous fins on the sides. A long tail of a steady stream of fire was also seen. It had a large promenade deck with a cork floor for the passengers to take a walk. There was a swinging platform under it to catch passengers who might fall. It had a large light in front and 2 red lights at the rear. A rumor said that it returned and took several thousands volts from the power house. (213)

4-97 WALNUT, IA. At 2100, several saw the airship to the northwest. It made the sound of a rumble of machinery. They saw the movement of huge fan like wings, an immense headlight, and 3 red lights at the stern. (214)

4/5-97 SMITHFIELD, IN. A resident saw an odd shaped machine directly overhead at 2300. It was moving rapidly to the southeast. It had large flapping wings, made a whining noise, and something fell from it. It was a piece of paper tied to a sulphurous rock. The note said "Airship Prospero bound for Cuba; commanded by Ciro Nethemicus Chief III of Planet Mars." (215)

5-1-97 HILLSDALE, IN. At night, the airship was seen. A note was dropped which read "Chateaux en Espagne" which means castles in the air. (216)



DATE: LOCATION: REPORT:

5-1-97 SHILOH, O. After midnight, several saw the airship going northwest. It was a narrow, cylindrical vessel and well lighted. It looked to be inflated. A car hung from it by ropes. It sailed at an angle against the wind. The upper part was 70 feet long and turned parallel with the wind. The lower part was smaller and had small sails attached. There were several small propellers that were rotating at high speed and it moved directly into the wind. (217)

5-1-97 WELLINGTON, KS. At 2100, several saw an object like a huge fish. There were no lights and it was propelled by immense fins. (218)

5-2-97 WARREN, PA. A resident saw a 2 foot long faint red light to the west at a 45 degree elevation. It was perpendicular and covered with pretty lights. The whole account is very dubious. (219)

5-4-97 WAVELAND, IN. At 1700, several saw the airship going northeast. It was 200 feet away, 150 feet long, 50 feet wide, and had flapping wings. (220)

5-4-97 IOLA, KS. Several saw a cigar shaped object going northeast in the afternoon. It had an immense turbine wheel at the stern, a balloon above, and a sort of platform underneath. It made a whirring noise. (221)

5-11-97 NEAR HAMILTON, O. At 2300, several saw a cigar shape, 1/2 mile up, and going southwest at 35 MPH. It had a light at each end and 1 in the center. It was moving with the wind. (222)

5-11-97 SANDUSKY, O. Many saw an object 1-2 miles up and to the west at 30 degrees in elevation. It was seen at 1000. It was white and had long black wings. The center was 6 inches in diameter and the wings were 10-12 inches long. The wings were black from 1/4 distance from the end. (223)

APPENDIX H

The following are the reports that were felt to be real. Again, the placement of a given report in this category does not indicate that it is felt to be evidence that it is a genuine UFO. It indicates that the report reads as being real.

- DATE: LOCATION: REPORT:
- 11-17-96 SACRAMENTO, CA. A trolley worker saw a radiant globe like an arc lamp. It moved south, diagonally across the direction of the wind. (1)
- 11-17-96 SACRAMENTO, CA. Four people saw what at first was a light, but later as a dim outline of a dark body with 3 lights. (2)
- 11-19-96 SAN FRANCISCO, CA. At dusk, several saw a strange object with a light on the rear and a row of lights on the side. It was seen near Seal Rock and the squeals of the seals could be heard. It was 500 feet up and going west. It was also reported that it sent a beam of light down which caused the seals to dive into the water. (3)
- 11-20-96 OAKLAND, CA. Many people saw a peculiar contrivance at 1700 going west to east. It had a powerful headlight and a light on the bottom. It came from East Oakland and passed over Piedmont. (4)
- 11-20-96 OAKLAND, CA. At 1730, many saw an object with a bright light. It had wings before and after the light. It was like a balloon on end and seemed to lower as it passed over the city. It was seen for 5 minutes as it moved east to west at an altitude of 1000 feet. (5)
- 11-20-96 SAN FRANCISCO, CA. Many saw an object like an arc light at dusk. It was a large, dark body with a bright edge. It was near Twin Peaks. (6)
- 11-22-96 HAYWARDS, CA. A long, narrow object like an outriggered racing boat with a headlight and side lights was seen at 2300. (7)
- 11-22-96 KNIGHTS FERRY, CA. Two residents saw a ball of fire that made half circle. It had a few white lights on the nose and a red glowing light on the rear. (8)
- 11-22-96 SACRAMENTO, CA. A large, dark body carrying a light was seen between 1800 and 1900. It was seen for 1 hour and was 600 feet up. (9)
- 11-22-96 SAN FRANCISCO, CA. At 1830, a resident saw a light attached to a dark object going south. When it changed course, he saw 3 lights. (10)
- 11-22-96 SAN FRANCISCO, CA. A resident saw a light which emitted periodic flashes of light. It was 300-400 feet up and was seen at 1905. (11)
- 11-24-96 CHICO, CA. Many saw a ball sized light that threw out rays of light. It was seen at 1900 and passed over going rapidly south to north. (12)
- 11-24-96 EAST OAKLAND, CA. At 1815, many saw object. One source said it was egg shaped, but the local paper made no mention of this. One witness said it raced a ferry across the bay and hovered over Alameda. (13)
- 11-24-96 LATHROP, CA. Several saw a cigar shaped object surrounded by a "shifting" light at 2400. It made a dull thudding sound. (14)

2.

DATE: LOCATION: REPORT:

11-24-96 OAKLAND, CA. A large number saw a light at 1930. It would go out then back on. It moved over the bay and hovered over San Francisco and then returned to Oakland. (15)

11-24-96 RED BLUFF, CA. An egg shaped light was seen by many for 20 minutes at 1845. It left toward Chico where it turned and returned to Red Bluff and passed over again. (16)

11-24-96 SAN JOSE, CA. At 2245, several saw a carrot shaped object with a bright, metal bottom. It was seen for 15 minutes as it moved northwest to southeast, slowly, and at a 50 foot altitude. They had received a call from San Francisco that it was headed for San Jose. (17)

11-24-96 SAN JOSE, CA. A resident saw a reflection of light on some large, wing shaped object. It was seen at 2300. (18)

11-24-96 TACOMA, WA. At 2330, a resident saw a multi-colored light that shown in all direction. It was white, red, blue, and green. It was seen for 1 hour as it went southeast. (19)

11-24-96 VACAVILLE, CA. A light was seen approach from the north, make a few turns, and leave north. (20)

11-25-96 AUBURN, CA. Many saw a brilliant, barrel shaped yellowish light. It passed over at 1900. (21)

11-25-96 EAST OAKLAND, CA. Several saw a group of 4-5 lights with a whale shape above them. It was seen at 2000. It moved toward the city, changed toward Sausalito, and then back toward Oakland. (22)

11-25-96 SACRAMENTO, CA. During the evening, many saw a light 3 times as bright as Venus, which was also seen. It was seen for 20 minutes. It appeared in the northeast and going southwest. When it was near the south part of the city, it turned west and after passing the city, it went south. (23)

11-26-96 NEAR FERNDALE, CA. Several saw a bright light moving slowly west. It changed to the southeast and accelerated. moving in an undulating manner. It was seen in the evening. (24)

11-27-96 LOS ANGELES, CA. Many saw a pear shaped object with the apex tilted a little to the left. It was seen at 1830 for 10-15 minutes. It was in the south at a 20-25 degree elevation and going southwest. One fifth of the surface was dark and therest was very bright and spotted at irregular intervals with brighter spots. It was seen with binoculars. (25)

11-28-96 POTTER VALLEY, CA. Several saw a cigar shaped object at 1930. It was evidently suspended from a balloon. It was so low that it panicked some horses. (26)

11-30-96 LOS ANGELES, CA. Many saw 2 fixed lights with a searchlight. It passed over going northwest to southeast. (27)

11-30-96 MERCED, CA. At 2015, several saw a red light to the west. As it approached, it grew larger. It circled to the north and passed over the city. (28)

12-1-96 MERCED, CA. Many saw 3 very bright red lights at 2030. They passed over going west to north. When they were over the city, they made a large circle. (29)

12-1-96 SAN BERNARDINO, CA. At 1900, many saw a cigar shaped object. It was 30 feet wide, had a triangular wing and a searchlight. (30)

- DATE: LOCATION: REPORT:
- 12-2-96 SALINAS, CA. Many saw a large spherical body with scintillating lights for 15 minutes at 1900. (31)
- 12-3-96 SELMA, CA. Several saw a light as big and as bright as a train headlight. It was white and lit up things below it. It was seen at 2130 and was rapidly moving southeast at 150 feet up. (32)
- 12-14-96 LIVE OAK, CA. The airship passed over a family in a cart. The horse became frightened and upset the cart. (33)
- 12-96 BLALOCK, OR. Several railroad men saw a large and very bright ball of fire falling. When it was 1 mile up, it stopped and hovered for a moment and then left north. It was seen at night and for 5 minutes. (34)
- 1-97 ACAMPO, CA. During the day, many saw an airship that was as big as a small house. It seemed to be made of canvas and under perfect control. It left to the southeast. (35)
- 2-16-97 SOUTH OMAHA, NB. At 2130, many saw a long, dark object that flashed a light occasionally. It had a headlight that moved in all directions. It was rapidly moving north at an altitude of 400-500 feet. (36)
- 2-23-97 BOWLING GREEN, O. For 1 hour, beginning at 2300, a light was seen in the northwest. It swayed from side to side. At 2400, a spark shot out from it to the west. (37)
- 2-26-97 TECUMSEH, NB. Many saw an airship that changed its lights from red to white to red between 2100 and 2200. It came from the northwest, went south, and left northwest. (38)
- 3-4-97 KEARNEY, NB. At 0607, a resident saw a 12-16 foot long white light to the north-northwest. It passed over at an altitude of 1 mile. (39)
- 3-23-97 BRUNING, NB. At 2200, many saw a dark body the size of the depot. It carried a large yellow light and a smaller one. It was seen for 10 minutes as it went northwest at an altitude of 300-400 feet. (40)
- 3-27-97 BELLEVILLE, KS. A large number of peoplesaw a light so bright that it reflected brightly through the windows. It would disappear then flare out. A pair of strong glasses revealed its outlines. It hovered for 20-30 minutes to the northeast of the city. It sailed up and down and north, south, east, and west. (41)
- 3-27-97 OSAGE CITY, KS. At 2000, a light was seen 8-10 miles away to the northwest and going southeast. It grew brighter until it was as bright as a train headlight. It was oval, but became a streak of light. It was seen for 15 minutes. (42)
- 3-31-97 LINDSBORG, KS. Many saw a large light at 2030. It sent down rays of light upon some buildings. It was to the west and went west for a short time then disappeared into a hovering dark cloud. When it reappeared it left west. (43)
- 3-97 OXFORD, NB. Between 2100 and 2200, many saw a light pass to the west of town. (44)
- 4-1-97 NEWTON, KS. At 0300, a resident saw a torpedo shaped object and a light like a large ball of fire. When it was over the city, it circled a few times and descended. It left to the southwest. (45)

26

DATE: LOCATION: REPORT:

4-2-97 LEAVENWORTH,KS. A resident saw 2 blazing lights with the outline of a globular shaped mass or machinery. It had 2 propellers rotating incredibly fast. It passed 50 feet away and made a humming sound. When it was near the city, the lights went out. It was seen at 2300, going east at 30 MPH and at tree-top level. (46)

4-2-97 WESLEY,IA. Many saw a cone shaped object at 2000. It had windows on the side through which shone bright lights. Some heard voices, or thought they did. Some heard the sound of machinery. It was moving northwest at a rapid rate. (47)

4-3-97 FALLS CITY,MO. A resident saw a light like an immense ball of fire. It was the size of 2 full moons side by side and oblong shaped. It was white with a bluish tint. It lit up a wide area and suddenly went out. It was seen at 0100 and was moving north, slowly. (48)

4-3-97 INDEPENDENCE,KS. At 2000, many saw a bright light. It was low in the southeast when first seen. As it approached the city, it rose higher. After it had passed, it descended and hovered for 5 minutes. It was seen for 30 minutes. (49)

4-3-97 SEDAN,KS. Many saw a red light to the southwest and moving north, rapidly. It was seen for 15 minutes at 2215. It red when it was moving, but like an electric light when stationary. (50)

4-5-97 SOUTH McALESTER,OK. At 0300, a resident saw a brilliantly illuminated airship. It was moving northwest at 50 MPH and 1/4 mile up. It made a peculiar swishing sound. (51)

4-5-97 WILMINGTON,NC. A large number saw a brilliant floating mass. It had something like a searchlight facing the earth. Binoculars revealed wires, ropes, and rigging about it. It was during the night and to the west going west. (52)

4-6-97 CHICAGO,IL. Several saw a 100 foot long, ellipsoid with large projections fore and aft. It was 600 feet up and had a bright headlight and a red taillight. (53)

4-6-97 GUTHRIE,OK. At 2300, several saw a dark object that had a bright light in front that was thrown in different directions. It was directly overhead and moving rapidly. It had flashes of light along the sides. When north of the city, it sank almost to the ground, rose straight up, and left. (54)

4-6-97 OMAHA,NE. A large group saw a 90 foot long, elliptical object at 2130. It had a bright light in front and a red light in back. It was moving northwest to southeast. (55)

4-7-97 WOLF CREEK,IA. During the night, a resident saw a dark mass with windows that shown with light. It had a long, narrow car, 30-35 feet long, 6-7 feet tall, and above this was a cigar shaped bag. This was 30-35 feet long and 8-10 feet wide. The horse bolted and the witness fell. The craft left south at a 45 degree angle. (56)

4-8-97 IOWA At 1930, many railroad men saw a glistening body with a bright headlight that was 2 feet in diameter. They saw dim wing like projections on the sides. It made a hissing sound. It was seen for 20-30 minutes by operators and residents along the BCR & N railroad, between Liberty and Cedar Rapids. It was going west, rapidly and 1000 feet up. (57)

4-8-97 DAYTON,IA. At 2400, a resident saw a very bright light pass over the house with a loud noise. It went south to north. (58)

DATE: LOCATION: REPORT:  
4-8-97 FAIRFIELD, IA. A long, dark object with a large headlight and 2 smaller lights of a yellowish green was seen at 2100 by a large number of people. It was seen for 20 minutes as it passed over going southwest to west. (59)

4-8-97 ST. EDWARD, NB. For 15 minutes, several saw a very bright light that was 1/2 the size of the moon. It would disappear and reappear. It passed over several times and left west. It was first seen at 2100. (60)

4-8-97 WATERLOO, IA. At 0100, several saw a dark, cigar shaped object going south. It had a green light in front and a red at the back. (61)

4-9-97 CHICAGO, IL. A large number saw the airship at 2130. Binoculars revealed a slender object, 70 feet long and 20 wide. It had a movable headlight, other lights and some saw sails or wings a short distance above the body. It came from the lake and when inland it turned and left northwest. (62)

4-9-97 MT. CARROLL, IL. An oblong object that was 8-10 feet long and 2-3 feet high, was seen by a large crowd at 2030. When it was opposite the city, it changed course and left west. It was seen 10 minutes and moved at 65 MPH. (63)

4-9-97 NORMAN, OK. At 2130, a large number saw a long, dark object. It was exceedingly brilliant and glittering. There were occasional flashes of red light along the sides. It left to the northwest. (64)

4-9-97 ROCK ISLAND, IL. A resident saw a mass that had a bright headlight in the early morning. It had a glittering steel body and dia wing like fans on either side. It made the sound of an electric motor. It was moving north to east at an altitude of 1/2 mile. (65)

4-9-97 STORM LAKE, IA. A light with the outlines of an airship was seen by many at night. (66)

4-9-97 WEST UNION, IA. In the afternoon, several saw a white, oblong object that disheo out from the upper surface. It had blotches of black. It left south at 100 feet up. (67)

4-10-97 CLARION, IA. At 2000, many saw a red light the size of a balloon and a box shaped ship. It was seen for 15 minutes at it passed over 3/4 mile up and going north. (68)

4-10-97 ELDORA, IA. A gigantic airship of polished silver was seen for 40 minutes at 2000. (69)

4-10-97 MARSHFIELD, WI. At dusk, a large number saw a cone shaped craft with a glaring headlight. It rose like a meteor and took on different colors. It was to the west and left northwest. It was felt that it had been resting there all day. (70)

4-10-97 NEENAH, WI. A resident saw a 60 foot long body with a white light in the front and a red light in the back. It was seen for 3 minutes at 2100. It moved rapidly north at an altitude of 200 feet. (71)

4-10-97 NORA, IL. Several saw a bright light to the west at 2100. It was half as large as the sun and left a train of red light. The train turned to pale blue. It was seen for 15 minutes and left rapidly to the west. (72)



DATE: LOCATION: REPORT:  
4-10-97 QUINCY, IL. At 2300, a large crowd watched an object that had white in front and red and green light on either side. It was a long, slender, metallic cigar shape with wings and a superstructure above the hull. The lights seemed to whirl around it. Some thought they heard voices or a whirring noise. The weather was perfectly clear and there was 1/2 moon. (73)

4-10-97 SHELL ROCK, IA. A 15-20 foot long dark object was seen at 1920. It was low and going south. It had a searchlight in the front, red light in the rear, and green and white side lights. (74)

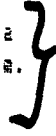
4-11-97 ANOKA, MN. A cigar shape with a bright light of varying shades from deep yellow to blue-green was seen at 2115. (75)

4-11-97 MINNEAPOLIS, MN. At 2000, several saw a 18-20 foot long cigar shaped craft. It had a square light on top which was alternating from white to green to red. When it was going up, it was white; when going down, was green; and when floating, either red or green. (76)

4-11-97 PRESTON, MN. A crescent shaped object with a green light in the center was seen at night. (77)



4-11-97 WINSLOW, IL. Several saw a cigar shaped rise from the woods. They found a rope in a tall tree and a hole in the ground. There was no dirt around it and the clay was baked and very warm. They dug down 10-12 feet and found half an iron wheel. It was 10 feet in diameter and light green. Deeper down, were ashes that were 2 times as heavy as sand. The craft left west. (78)



4-12-97 DAVENPORT, IA. At 2000, a crowd saw a pure, white light that was 2 times as bright and large as Venus. It would dim and brighten. Field glasses showed a slender, elongated cigar. It was seen for 30 minutes to the west, in the cloud sky. (79)

4-12-97 FONTANELLE, IA. Many saw a 60 foot long object that had vibrating wings and a green headlight. They heard the sound of working machinery. It was to the southeast and moved northwest at 10 MPH and was 250 feet up. It was seen at 2030. (80)

4-12-97 KALAMAZOO, MI. At 2010, many saw a brilliant red-green light to the southeast. It threw out rays from all four sides and was 6 times as bright as a star. It left northwest at 40-50 MPH and was 1/2 mile up. (81)

4-12-97 OAKS, NB. A resident saw a very bright light and heard the sound of muffled machinery. It was seen at 2300 and was going southwest to northeast. (82)

4-12-97 PRAIRIE CITY, IL. At 2015, a 200 foot long object with a powerful searchlight was seen for 25 minutes going west. It had green light at the rear. (83)

4-12-97 ROCK RIVER, IL. A resident saw a funnel shaped object at 0830. It was 15 feet long and had large wing like projections on each side. It left west and was very high. (84)

4-12-97 SALISBURY, NO. At 2000, several saw an airship to the northwest. It had 2 lights, a smaller one behind a larger one. It had a black band around the center of it. It left northeast and was very high. (85)

4-12-97 WORTHINGTON, MN. An object light a badly chewed cigar, with the chewed end being the tail, was seen going 60 MPH. It was 50 feet long and had red, green, and white lights. (86)

DATE: LOCATION: REPORT:  
4-13-97 PENNFIELD, MI. Several saw a brightly illuminated object emitting a low humming sound. It was 100 feet up and to the south. Something fell from it, which had to be dug up. It was a large wheel like object made of aluminum, 3 feet in diameter, and turbine shaped. (87)

4-13-97 CROOKSTON, MN. At 2130, several saw a black hull following the river to the west. One of the witness saw red and green lights that burst forth with brilliant hues. (88)

4-13-97 KENOSHA, WI. A resident saw a cigar shape with a framework and wings that protruded from each side. It was seen at night. (89)

4-13-97 DRAMA, WI. Several saw a 10 foot long cigar shape suspended from a balloon. It was 100 feet up and going west. It was seen in the evening. (90)

4-13-97 PLAINVIEW, NE. At 2100, a station agent saw an object for 8 minutes. It was like an immense cigar with 2 lights, 1 greater than the other. He sent a telegram to Sioux City about it. (91)

4-13-97 WILLIAMSTON, NC. Several saw a black mass with riggings at 2100. It passed over going south to north, slowly, and was low. As it passed over, it ascended and a brilliant light was thrown far ahead of it. (92)

4-14-97 ALTON, IL. At 2100, several saw a bright light to the west. It had a long trail behind it and the light shone upon a boat and lit up the deck. (93)

4-14-97 CASSTOWN, O. At 1800, a resident saw an object like a huge bird. It had wings and a large rudder. It was moving slowly to the southwest at an altitude of 150 feet. He heard music and a human voice while others heard the above, but did not see the object. It made a noise like a flock of geese and he saw something large and white fall from it. (94)

4-14-97 GRAND FORKS, ND. Several railroad men saw a cigar shaped with green and yellow lights. It was going northwest at a tremendous speed and was 300-900 feet up. A farmer near Marvel found a letter supposedly from the airship. Its contents can be found in the chapter on physical evidence. (95)

4-14-97 KIGBY, MO. At 2130, a 30 foot long and 10 foot wide green light was seen to pass over. It took 10 minutes to go from northwest to south east. It made a hissing sound. (96)

4-14-97 PEORIA, TX. A resident saw a black object like a passenger coach at night. It had an immense headlight and was brilliantly lit from within. It moved rapidly to the southwest. (97)

4-14-97 SPOONER, WI. Several saw a ruddy light during the evening. When first seen, it was 10 miles away. In 15 minutes, it was 1/2 mile away. (98)

4-14-97 UNDERWOOD, IA. At 2100, a canoe shaped object with wings was seen. The wings were of considerable length. It passed over going northeast. As it approached, it ascended and after it had passed over, it descended. (100)

4-14-97 WHITE HALL, IL. Many saw a white light that changed to red when it was moving. It passed over, very high and 150 MPH, going southeast to northwest. It was seen at 2030. (101)

4-15-97 BENTON, TX. A cigar shaped object was seen going southeast. (102)

4-15-97 EMERSON, SD. Between 2100 and 2200, many saw a cigar shaped with a row of red lights along the sides. It was seen for 15 minutes as it went slowly to the southwest. (103)

DATE: LOCATION: REPORT:

4-15-97 FREDONIA,KS. For 20 minutes at 2200, several saw object to the southwest and it was going north. The main body was reddish-brown and the lights were bluish and carmine. Later, they were larger and more intense. The prow enlarge to the center, then sloping to the rear. The tail was like that of an enormous fish. (104)

4-15-97 HILLSBORO, TX. A resident saw a large light with smaller ones around it at night. It was moving slowly to the south and was 1000 feet up. The headlight focused on him for awhile, then glided over a field. Another reference said it was a huge black cigar shaped object. The horse whirled around, almost overturning the buggy. (105)

4-15-97 HOWARD LAKE, MN. Several saw a whale shaped object with 4 lights of varying color. It was said to have changed its shape. (106)

4-15-97 MARSHALL, MO. At 2400, a man saw a cigar shaped object with several lights. It had a car hanging under it and it was 30 feet long. It left to the north. (107)

4-15-97 MORNING SIDE, IA. A man saw a cigar shaped object going west. (108)

4-15-97 MORVILLE, SD. During the night, several saw an object going southeast to northwest at an altitude of 100 feet. It was oblong, fair size and had light fore and aft. The lights changed from deep red to a dark green. (109)

4-15-97 MUNCIE, IN. Several saw an airship the size of a small passenger coach. It passed over at 2230 at 100 MPH. It made a noise like a self binder. (110)

4-15-97 NASHVILLE, TN. During the night, a man saw an object shaped like a barrel going west. It left a smell like kerosene. (111)

4-15-97 NASHVILLE, TN. At 2327, several saw a strange light moving northwest. It altered its position from horizontal to perpendicular. It was like a train headlight and was accompanied by red and green lights. Five minutes later, it appeared as a 40 foot long cigar shape with a bright headlight. (112)

4-15-97 PEMBERVILLE, O. Many saw an object at 2300. It was shaped like a short, heavy cigar with an exceedingly brilliant light. It was seen for 15 minutes as it went southeast. (113)

4-15-97 ROCKVILLE, IN. An object, 20 feet long and 8-10 feet wide, was seen at 2300. It had a green light in front and 2 red lights in the rear. It was going east. (114)

4-15-97 SHERMAN, TX. At 2200, several saw a dark oval object. It was 6 times its diameter in length. It moved slowly east. It passed between the earth and the moon. (115)

4-16-97 BAY CITY, MI. A large conical object with a red light at each end was seen at 0030. It was to the south and going north. It was 50-75 feet long and 1/3 as wide. The sky was overcast by a dull, thick haze. (116)

4-16-97 CRANBURY, TX. Several saw an object like a huge fish with wings at 2110. It was high and going south. The witnesses fired at it. (117)

4-16-97 ESSEXVILLE, MI. The airship was seen at 0035 and appeared to descend north of Bay City. (118)

DATE: LOCATION: REPORT:

4-16-97 FARMERSVILLE, TX. At 2100, a large number saw a light the size of a 50 cent piece to the Northwest. It was moving to the south-southeast and passed over at 60-80 MPH. Some of them thought it was a cloudless tornado and ran for storm shelters. (119)

4-16-97 HAMDEN, O. Many saw a monstrous cigar shape for 30 minutes at 2400. It had brilliant lights at each end and on the sides. It was to the northeast. (120)

4-16-97 JEFFERSON, MD. A brilliant light was seen at 0130. It had the outlines of a dark moving body. A searchlight flitted from point to point of the city. It was at 200 feet up and going southeast to northwest. (121)

4-16-97 LOGAN, O. At 2300, a large number saw a dark object directly overhead. It was 35-40 feet long, black, and resembled plans for an airship seen at the world's fair. When it descended, 3 witnesses went to investigate. They found it a few feet above the ground. The approached to 50 feet of it and heard loud, excited talking from it. It left south. (122)

4-16-97 SAGINAW, MI. In the early morning, several saw an object to the southwest, going north. It had 1 light at each end and 1 above it. The front light was white and the others were red. It made a humming sound. (123)

4-16-97 WELLINGTON, KS. Many saw a white light the size of a child's hand to the east at a 40 degree elevation. It grew larger and altered its course. It circled in a large circle which gradually grew smaller, descending as it did. There was a cigar shaped bag that swelled above the car and it had wings. There was a sound like a muffled hurricane. Later, a stranger, decidedly foreign, appeared in town and bought all kinds of provisions. The object left south. (124)

4-16-97 WHITE HALL, IL. Between 2000 and 2100, many saw a 1 foot diameter red light. It passed over from northwest to southeast. It was 1000 feet up and seen for 5 minutes. (125)

4-17-97 DEARY, PA. Several saw a cigar shape with red and green lights. It was in the evening and was going east at an altitude of 500 feet. It had a very brilliant white light in the center and an enclosed car hanging 10 feet beneath it. (126)

4-17-97 HARLAN, IA. A light several times larger than a star was seen to the east at night. It passed over going southwest in 30 minutes. When it was over the city, it stopped, descended and described circles. A telescope showed red and green lights and an outline of something swaying in the wind and an object revolving rapidly. (127)

4-17-97 NASHVILLE, TN. At 2115, many saw a 60 foot long cigar shaped object. It was going 10 MPH to the northeast. It had a large headlight in front and 2 red taillights. (128)

4-17-97 NASHVILLE, TN. At 2230, the above object was seen again. (129)

4-17-97 NASHVILLE, TN. The airship was seen going north at 2300. It changed course and left south. (130)

4-17-97 SLEPPY EYE, MN. At 2115, a cigar shaped object with lights on the sides was seen going southeast to north. (131)

4-17-97 TOLEDO, O. At night an object light a house was seen going southwest at 3/4 mile up. It had a light preceding it. (132)

DATE: LOCATION: REPORT:

4-18-97 ELBOW LAKE, MN. Two airships were seen at 2045. One was in advance of the other and farther away. The real light was not as large as the moon. The light changed from white to deep green. This changed happened every 2-3 minutes. They were seen for 15 minutes as they went to the west. (133)

4-18-97 ELKHART, IN. A 24 inch diameter dark yellow light was seen at 2015. It crossed the sky, from west to east, in 6-8 minutes. It was 4000 feet up. (134)

4-18-97 LAURINBURG, NC. A huge basket with wings was seen at night. It was shedding a brilliant light. There was an occasional display of fireworks from it. It seemed to be under human control. (135)

4-18-97 LOGANSPORT, IN. Between 2100 and 2200, several saw a number of moving lights. They were directly overhead and going north to southeast. There was a white light with a red and green light. The sky was completely overcast and no stars were seen. (136)

4-18-97 MARION, IN. At 2030, 3 bright lights were seen to the southwest. There was a red 1 in front, then a blue one, and lastly, a white one. They were 2 feet apart and when it turned, the lights got closer. (137)

4-18-97 SISTERVILLE, WV. Several saw a light over the river at 2030. It had a large white light and a smaller one behind it. It rose and fell, and at times it retraced its path. After 3 1/2 hours, it left northwest. (138)

4-19-97 COCHRANVILLE, O. A cone shaped object was seen for 20 minutes at 2100. It was 180 feet long and flashed red, green, and white lights. It had large fins on each side. It moved northwest to southwest. (139)

4-19-97 HUTCHISON, KS. Several saw a large lighted body going southwest at 2400. It was like a huge rowboat with great wings and red lights. It moved rapidly and was 500 feet up. (140)

4-19-97 LONGVIEW, TX. At 2130, a bright light the size of Venus was seen going east, rapidly. It disappeared over the horizon, then reappeared and rose nearly to the zenith. It then went east, emitting a series of intermittent flashes of a steel color. (141)

4-19-97 VISTULA, IN. A bright light was seen at 2000. It took 2-4 minutes to pass over southwest to northeast. It was 1000 feet up and the wind was blowing strong from the north. (142)

4-19-97 YONKERS, NY. At 0230, several saw a light to the west and 1/2 mile up. It got bigger and when last seen it was crescent shaped. (143)

4-19-97 ATLANTA, TX. In the early morning, several heard a strange noise. They saw an object descending. It stopped, moved toward the city horizontally. It carried red, green, and bluelights. When it began to pass over, a glaring white light shot out in front at a 45 degree angle toward the earth. It lit up a 30 foot circle. After it passed over, the light went out and they saw a 30 foot long hull like a skiff and revolving wheels and sails. It was 200-300 feet up and going 5-15 MPH. (144)

4-19-97 EL PASO, TX. At 0200, a resident saw a cigar shaped object with portholes on the sides. Light came from these and the searchlights at each end. It was winged and changed direction several times. The witness thought he heard voices. It went south and was 500 feet up. (145)

DATE: LOCATION: REPORT:  
4-20-97 ASHLAND, O. Several saw an oblong bar of light that changed directions several times. (146)

4-20-97 GLENWOOD SPR., CO. Between 2030 and 2100, several saw 2 lights that were 2 feet apart. They were directly overhead at 1 mile distance and going east. They seemed to be fastened to a car and it threw a searchlight around. They moved slowly and were seen for over an hour. (147)

4-20-97 NACHITOCHEs, LA. Many saw a balloon shape with a cigar beneath it. It was illuminated with a fluctuating light. As it neared the city, the light dimmed, but when past the city, the light became bright again. It was seen at 0130 for 30 minutes. It was 1000 feet up to the west and moving north. (148)

4-21-97 BEREA, O. During the night, many saw a bright light that made several circuits of the city. It would change from a horizontal position to a vertical one. (149)

4-21-97 EDNA, TX. During the night, a resident saw 2 airships that were 400 yards apart. One was to the north and the other to the south. There was a distant rumbling sound and they communicated by means of red and green lights. They were in sight for 5 minutes. (150)

4-21-97 NEW ORLEANS, LA. A resident saw a 50-60 foot long object that played around a powerful searchlight. It was seen at 0300 and going northwest. (151)

4-21-97 OHIO The airship was seen on the ground at 2300. The witnesses heard voices speaking in an unintelligible gabble. It rose, spread its wings, and left rapidly. (152)

4-21-97 SILVERTON, CO. A resident saw 2 yellow lights at 0100. They were 8 feet apart and seemed to be attached to an object, 24 feet long and 8 feet wide. It was to the west and moved east at 60 MPH. The object was 1000 feet up. (153)

4-22-97 PAUL'S VALLEY, OK. The airship was seen going north. It looked like a box car or oil tank. (154)

4-23-97 KOKOMO, IN. At 2200, several saw object with a framework and red, white, and blue lights going northeast. It reversed its course and left northwest. (155)

4-23-97 LEWISBURG, KY. During the night, a large crowd saw object going southwest. It was high and the outlines were plainly seen, as were the lights. (156)

4-23-97 PORTSMOUTH, O. A resident saw a dark object carrying 2 red lights. It was at 2400 and going northeast. (157)

4-23-97 WINCHESTER, KY. During the day, an object with immense wings was seen going northeast. It was dark on the bottom and glistened like tin on top. (158)

4-24-97 CARTHAGE, MO. Several saw flasher of light, like a searchlight, at 2030. They lasted for 20 minutes, was to the northeast, and going northeast. (159)

4-24-97 INTERIOR, MI. At 2015, several saw a moving white, red, and pale green light for 30 minutes. They were going west, but altered their course to north and then to south. (160)

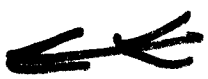
4-24-97 TOLEDO, O. Several saw a cigar shaped with bright lights of different colors. It was 30 feet long and moving southwest. It was first seen at 2300, during a light rain with heavy clouds. It was 500 feet up. (161)

DATE:	LOCATION:	REPORT:
4-25-97	ROSBANKY, TX.	A 20 foot long object with 3 lights was seen 2320. It made a noise like a swara of bees and was 200 feet up. (162)
4-26-97	TRENTON, NJ.	At 1200, an immense cigar was seen going west. It was 1 mile up and glittered strangely in the sun. It was seen until 1300. (163)
4-27-97	GENESEEVILLE, MI.	Red, blue, and green lights were seen going south at night. It retraced its path and left upward. (164)
4-27-97	IOLA, KS.	In the afternoon, several heard a whining noise. They saw the airship 300-400 yards away, going northeast. It was cigar shaped with a balloon above, platform underneath, and an immense turbine wheel at the stern. (165)
4-27-97	OAK MILLS, KS.	Many saw 2 lights, 25 feet apart, going southwest. One light was the size of a train headlight. There seemed to be something moving the light from side to side and up and down. The other light was a small green one and was to the rear. When it was 1 mile away, it turned east and showed a large body between the lights. (166)
4-28-97	AUBURN, IN.	Between 2000 and 2100, a resident saw a cigar shaped object with 2 green lights. (167)
4-28-97	CLEVELAND, D.	Several saw 3 lights; 1 in front and the others behind it and beside each other. They all had comet like tails. They were seen at 2030 to the west. (168)
4-28-97	CLEVELAND, D.	Between 2030 and 2100, several saw an object to the southeast at 80 degree elevation. It was 4 feet long and 15 inches wide. It grew brighter and a beam of light shot out from the south end. The beam was brighter at the source than at the end, which spread out. This subsided and reappeared. This was repeated several times at 30 second intervals. The object left west. (169)
4-28-97	SALEM, O.	A streak of light, many feet long, and ending in a globe of light at each end was seen at 2100. It would disappear and then reappear at intervals of 2-5 minutes. It was 1 mile away, going northeast then turned and left west. One end of the streak was higher than the other. (170)
4-30-97	BRENEWICH, D.	A resident saw an object larger than a passenger coach at 2100. It was lit up, had 2 lights at the rear, and other lights with dark objects between. It was to the west at 45 degrees and going east. The rain was falling and the sky cloudy. (171)
4-30-97	LOGANSFORT, IN.	A ball of fire the size of a cartwheel at 0400. It was to the north and moving east to west. It would decrease in size then burst forth giving off sparks. When at its brightest, it hurt the eyes. (172)
4-30-97	MIDDLESBOROUGH, KY.	A resident saw a conical shape carrying blue and white lights. It was seen at night and veered in all directions. (173)
4-97	BOOT LAKE, MI.	During the night, the airship landed on a lake and sank into it. (174)
4-97	CHIPPEWA FALLS, WI.	A cigar shaped object with red and white lights was seen. (175)
4-97	JOPLIN, MO.	At 2015, a light that was fan shaped and intensely bright was seen for 30 minutes. It was to the southwest and went northwest. It had an indistinct shape of something like a cloud or hull. (176)

DATE: LOCATION: REPORT:  
4-97 LOCKLAND, KY. The airship was seen to the southwest at 2000. It made a sharp whining sound and moved rapidly against a strong wind. (177)

4-97 MILAN, MO. Many saw a bright light come from the southwest and pass over. When it was over the city, it turned and left southeast. (178)

4-97 MINNESOTA A resident saw the airship and shot at it. He heard the pellets strike the metallic bottom. Then a brilliant light shot from its upper deck. (179)



4-97 SEYMOUR, IN. At 2400, several saw a 30 foot long light moving to the east. (180)

4-97 SOUTH BYRON, WI. The airship was seen in horizontal form with a bright headlight. (181)

4-97 TAMPA, FL. A light, like a ball of fire the size of a baseball, was seen to emerge from a river. (182)



4/5-97 ASHLAND, O. A cigar shaped boat with wings or balloon attachments was seen. It had 4 brilliant lights. (183)

5-1-97 CLEVELAND, O. At 0130, a resident saw a large object like a whaleback ship. The stern was lighted with a purple light. It was 75 feet long and had a searchlight. It was seen for 5 minutes and left north. (184)

5-2-97 KENTON, O. A resident saw the airship pass 200 yards of the C & E depot. It was shaped like a huge cigar with a bright red headlight. It was seen at night. (185)

5-2-97 LOGANSPORT, IN. At 0100, a resident saw a ball of fire. It was the size of a cartwheel and would dim and brighten. It would give off sparks. It was to the north and moved east to west. (186)

5-3-97 EUREKA, KS. A crescent shaped object with lights was seen between 2100 and 2200. It was to the northwest and moved in a zigzag pattern. (187)

5-3-97 S. MCALIESTER, OK. At 2000, a large luminous body was seen to emerge over the western hills. It approached and descended towards New Moon. It seemed to come nearer as it got higher for several minutes. It was seen for 15 minutes then left west. (188)

5-3-97 FLORENCE, CO. A cigar shaped object with the bow and stern curved upward, was seen at 2230. It changed its appearance to a big wedge. After 10-12 minutes, it left to the northwest. (189)

5-7-97 BRIDGEPORT, CT. A bright light that was projected toward the ground was seen at 0215. It lit up a 100 square foot area. It was a long mass from which patches of light shone like portholes. They heard a whirl of fans and click of machinery. It was 100 feet up and left slowly to the south. (190)

5-7-97 BRIDGEPORT, CT. At 1200, several saw a cigar shape with wings or fan attachments was seen to the northwest. (191)

5-7-97 GREENWOOD CO., KS. Several saw an object with a large light near the center and 2 smaller lights at each end. It was 50 feet long. It was seen for 5 minutes at 2400. (192)



DATE: LOCATION: REPORT:

5-7-97 MEMPHIS, TN. During the night, a resident saw a 5 foot long cigar shape. At the top was a streak of light and a row of lights. It was seen 4-6 minutes as it went north to south in the western sky. (193)

5-7-97 SAUGATUCK, CT. A strange light slanted downward was seen at 0300. It was a dia, long, dark object puncture with round dots of lights. It was 1/8 mile up and going slowly to the west. (194)

5-7-97 ST. LOUIS, MO. At 1745, several saw an object to the southeast. It stopped and turned slowly and left northwest. It was cigar shaped with a stern like a canoe and a white object in the center of the side. It made half circle and left. (195)

5-9-97 BARBLE, WA. During the day, an airship with fans or propellers was seen. It was going north. (196)

## APPENDIX I

The following listing is of sightings which are felt to be astronomical in origin. These sightings were merely of lights in a given section of the sky or moving in a given direction. Once it was realized that the stellar positions are the same on the same day of any year, star maps were acquired and the reports were placed on the map. When the reported position and description of the airship very closely resembled a given star, it was felt that the star was the airship.

The positions of the planets were acquired from the Scientific American Supplements of October 3, 1896, October 31, 1896, December 5, 1896, January 2, 1897, January 30, 1897, February 27, 1897, March 27, 1897, and May 1, 1897. The useful data is as follows:

OCTOBER 1896 VENUS-sat to the west 1 1/2 hour after the sun  
MARS-on the 1st was 15 degrees northeast of Aldebaren  
JUPITER-morning star

NOVEMBER 1896 VENUS-was to the southwest, on the 1st sat at 1815  
on the 30th sat at 1957  
MARS-to the east in the northwest part of Gemini  
JUPITER-morning star, best seen about 0500

DECEMBER 1896 VENUS-still to the southwest, on the 1st sat at 1858,  
and on the 31st sat at 2002  
MARS-to the east in Taurus, on the 1st rose at 1800 and  
crossed the meridian at 0045, and on the 31st rose at  
1740 and crossed the meridian at 2200  
JUPITER-12 degrees east of Regulus, in Leo, on the 1st rose  
at 2400 and crossed meridian at 0600 and on the  
31st rose at 2135 and crossed meridian at 0404

JANUARY 1897 VENUS-to the southwest, on the 1st sat at 2005 and on the  
31st sat at 2106  
MARS-to the east near the horns of Taurus, on the 1st  
crossed the meridian at 2156  
JUPITER-on the 1st rose at 2130 and on the 31st rose at  
1915

FEBRUARY 1897 VENUS-to southwest, on the 16th was 46 degrees elevation,  
on the 1st it sat at 2110 and on the 28th sat at 2145  
MARS-to the east in Taurus, on the 1st crossed the meridian  
at 1956 and on the 28th crossed meridian at 1844  
JUPITER-became an evening star on the 23rd

MARCH 1897 VENUS-very high to the west, reached greatest brilliancy on  
the 21st, could be seen in day and cast shadows at  
night, on the 1st sat at 2145 and on the 31st sat at  
2130  
MARS-on the 1st crossed the meridian at 1842 and on the  
31st crossed the meridian at 1743  
JUPITER-to the east, in Leo near Regulus, on the 1st rose  
at 1700 and crossed meridian at 2346 and on the  
31st rose at 1500 and crossed the meridian at 2136

APRIL 1897 VENUS-to west, best seen in the first 2 weeks, on the 1st  
crossed meridian at 1406 and sat at 2130, became

morning star on the 28th  
 MARS-to west in Gemini, on the 1st crossed meridian at 1741  
 and sat at 0120 and on the 30th crossed meridian at  
 1647 and sat at 0020.  
 JUPITER-well up in east, on 1st crossed meridian at 2132  
 and sat at 0420 and on the 30th crossed meridian at  
 1934 and sat at 0215

MAY 1897

VENUS-morning star, not easily seen until late in month  
 MARS-to west, well up between Cancer and Gemini, on the 1st  
 crossed meridian at 1650 and sat at 0020 and on the  
 31st crossed meridian at 1600 and sat at 2315  
 JUPITER-2 degrees east of Regulus, in Leo, on the 1st  
 crossed meridian at 1930 and sat at 0218 and on the  
 31st crossed meridian at 1739 and sat at 0020

ALDEBARAN--a orange star of 1.06 magnitude in Taurus

DATE:	LOCATION:	TIME:	DESCRIPTION:
11-24-96	SANTA ROSA, CA	1930	bright light to east (1)
11-24-96	HAYWARD, CA.	2130	bright light to east (2)
12-96	SANTA ROSA, CA.	1930	bright light to east (3)
2-5-97	NIORRARA, NB.	2230	bright light going west for 2 hours (4)
4-3-97	ALBIA, IA.	2200	red light to west, going north (5)
4-7-97	FAIRFIELD, IA.	2000	star to north, going west (6)
4-7-97	SPRING GROVE, MN.	2050	red light going northwest (7)
4-9-97	MARSHALLTOWN, IA.	2000	red light going northwest for 1 hour (8)
4-9-97	MCWEAQUA, IL.	2100-2200	red light to northwest (9)
4-10-97	CHAMPAIGN, IL.	2000	red light to northwest (10)
4-11-97	MARSAW, IN.	1930	red light to northwest (11)
4-11-97	BRAND RAPIDS, WI.	2100	red light to west (12)
4-13-97	MARENGO, IA.	1930	red light to north, going northwest (13)
4-14-97	ROBERLY, MO.	2100	red light to west, going northwest (14)
4-14-97	MT. VERNON, IL.	2015	red light to northwest for over 1 hour (15)
4-15-97	WARRENSBURG, MO.	1930	red light to northwest for 1 hour (16)
4-15-97	WEST ALTON, IL.	2000	red light going northwest (17)
4-15-97	WEST JENKINS, IA.	2100	red light to northwest (18)
4-19-97	MARION, IN.	1930	red light going northwest (19)
4-22-97	WESTERVILLE, O.	2000	red light to west for 3 hours (20)
4-25-97	MT. GILEAD, O.	2000	red light going northwest (21)
4-97	ASHLAND, NB.	2200	red light to northwest (22)

ANTARES--a reddish star of 1.22 magnitude in the constellation Scorpion

DATE:	LOCATION:	TIME:	DESCRIPTION:
4-8-97	HERMANN, NB.	0300	light going south (1)
4-13-97	WYOMING, IA.	2300	red light, low to southeast (2)
4-14-97	LARIMORE, ND.	2300	colored light going southeast (3)
4-17-97	VELVY, ND.	0100-0200	airship going southeast (4)
4-28-97	HATTAWAN, MI.	0330	large light going southwest (5)

ALPHA PHOENIX--an orange star of 2.44 magnitude in Phoenix

DATE:	LOCATION:	TIME:	DESCRIPTION:
11-17-96	EUREKA, CA.	1800	small white light going south-southeast (1)

ARCTURUS--an orange-yellow star of .24 magnitude in Bootes

DATE:	LOCATION:	TIME:	DESCRIPTION:
4-9-97	KEWANEE, IL.	1900	bright light to northeast (1)
4-9-97	GOODRICH, IL.	2000-2100	bright light to northeast (2)
4-9-97	PELLA, IA.	2300	bright light going northeast to south (3)
4-11-97	FRANKFORT, IN.	2100	bright light going east (4)
4-11-97	KENOSHA, WI.	1915	bright light to northeast for 2 hours (5)
4-11-97	LODI, WI.	2230-2300	bright light to southeast going north (6)
4-12-97	LODI, WI.	2230-2300	airship to southeast (7)
4-12-97	SHEBOYGAN, WI.	0300	bright light to west going south (8)
4-12-97	WESLEY, IA.	2100	airship to east going southwest (9)
4-13-97	BERN, KS.	2130	bright light to east (10)
4-13-97	MILAN, MN.	2030	airship going east (11)
4-14-97	ALTON, IL.	0330	bright light to west (12)
4-14-97	TAMPICO, IL.	1900-2000	airship going northeast (13)
4-15-97	ALLENSVILLE, KY.	2200	airship going east to west (14)
4-15-97	CLARKSVILLE, TN.	2000	airship to east going northwest (15)
4-15-97	LA MARS, IA.	2100	colored light to east going northwest (16)
4-16-97	ABILENE, KS.	2200-2300	light overhead going northwest (17)
4-16-97	TIOGA, TX.	2330	airship going southwest (18)
4-17-97	BEAUMONT, TX.	0130	bright light to southeast (19)
4-18-97	SALEM, O.	2000	colored light moving east (20)
4-18-97	TABLE ROCK, NB.	2000	bright light to east (21)
4-19-97	ASHLAND, O.	2230	bright light moving east to west (22)
4-20-97	MURRAY, KY.	1930	airship to east (23)
4-21-97	KEWANEE, IL.	1900	bright light to northeast (24)
4-25-97	MARSHALL, MO.	2100	red light going east (25)
4-97	ALEXANDRIA, SD.	2200	colored light to southeast (26)
4-97	BEREA, KY.	2200	bright light going east (27)
5-4-97	CINCINNATI, O.	2100	egg shaped light going southeast (28)
5-5-97	NATCHEZ, MS.	0600	airship going northwest (29)

BETELGEUSE--a reddish star of .92 magnitude in Orion

DATE:	LOCATION:	TIME:	DESCRIPTION:
3-31-97	TOPEKA, KS.	2200	red light to west (1)
4-8-97	MARSHALLTOWN, IA.	2100	red light to northwest (2)
4-8-97	LAKE MILLS, WI.	2100	colored light to west (3)
4-8-97	WASECA, MN.	2310	colored light going west (4)
4-9-97	EVANSTON, IL.	2100	colored light going west (5)
4-9-97	NEWPORT, IND.	2100	red light to west going northwest (6)
4-10-97	ALBIA, IA.	2010	red light going west to north (7)
4-11-97	FREMONT, O.	2000	colored light to west going east (8)
4-11-97	MINNEAPOLIS, MN.	2100	colored light going west (9)
4-11-97	ST. PAUL, MN.	2100	colored light to west (10)
4-11-97	ASHLAND, WI.	2130	colored light to west (11)

DATE:	LOCATION:	TIME:	DESCRIPTION:
4-12-97	BENTON HARBOR, MI.	2000	colored light going northwest (12)
4-13-97	CLAYTON, MI.	2040	colored light going northwest (13)
4-13-97	CLEARWATER JUNCTION, MN	2045	colored light to west (14)
4-13-97	MICHIGAN CITY, IN.	2100	colored light going northwest (15)
4-13-97	NR. BENTON HARBOR, MI.	2000	colored light going northwest (16)
4-13-97	ROYALTON, MN.	2100	colored light to west going northwest (17)
4-13-97	WOONSOCKET, SD.	2100	colored light going west (18)
4-14-97	LEDGERWOOD, ND.	2025	red light to northwest (19)
4-14-97	NILES, MI.	2100	colored light going west (20)
4-14-97	SOUTH BEND, IN.	2015	colored light to northwest (21)
4-14-97	STURGIS, MI.	2100-2200	colored light going northwest (22)
4-14-97	TURTLE LAKE, WI.	2030	colored light going west (23)
4-14-97	WALKER, IA.	2040	colored light to west going northwest (24)
4-15-97	ELSAH, IL.	2000	colored light going northwest (25)
4-15-97	ESSIG, MN.	2045	colored light to northwest (26)
4-15-97	EUREKA, KS.	2100	colored light to west (27)
4-15-97	ORLEANS, NB.	2130	colored light going west -southwest (28)
4-16-97	OAK CLIFF, TX.	2200	colored light going southeast (29)
4-18-97	NORTH PLATTE, NB.	2100	colored light to west (30)
4-19-97	LAKE STATION, IN.	2100-2200	colored light going west (31)

#### VENUS

DATE:	LOCATION:	TIME:	DESCRIPTION:
11-17-96	SACRAMENTO, CA.	1850	bright light going southwest (1)
11-22-96	SACRAMENTO, CA.	1730	bright light going southwest for 1 hour (2)
11-22-96	FOLSOM, CA.	1800	bright light going southwest (3)
11-22-96	SAN FRANCISCO, CA.	1830	bright light going southwest (4)
11-22-96	SAN FRANCISCO, CA	1845	bright light going southwest (5)
11-27-96	BAKERSFIELD, CA.	1930	large light low in southwest (6)
11-27-96	WINNEMUCCA, NV.	2100	bright light going south (7)
11-27-96	WOODLAND, CA.	2200	bright light going southwest for 1 hour (8)
11-28-96	ANDERSON, CA.	2020	large light to west (9)
11-29-96	TULARE, CA.	1900	colored light going southwest (10)
12-4-96	DAVISVILLE, CA.	1800	like seen in next report (11)
12-4-96	B DIXON & ELMIRA, CA.	1830-1900	bright light going southwest (12)
12-4-96	BROWN'S VALLEY, CA.	1930	large light to west (13)
12-17-96	BIGGS, CA.	1830	bright light to southwest (14)
2-17-97	KEARNEY, NB.	2100-2200	bright light to west (15)
3-24-97	FAIRBURY, KS.	2030	bright light to northwest for 1 hour (16)
3-26-97	KANSAS CITY, KS.	2130	bright light to northwest (17)
3-27-97	DILLER, NB.	2100	bright light to northwes (18)
3-27-97	DILLER, NB.	2100	bright light to northwest (19)
3-31-97	ST. MARY'S, KS.	2100	bright light to west for 2 hours (20)
4-1-97	CARROLLTON, MD.	2030	bright light to northwest (21)
4-1-97	OTTAWA, KS.	2100	bright light to west (22)
4-1-97	GIRARD, KS.	2100	bright red light to northwest (23)
4-2-97	INDEPENDENCE, KS.	2030	bright light to northwest (24)
4-2-97	LIBERTY, KS.	2100	bright light going northwest (25)
4-3-97	EVANSTON, IL.	2040	bright light going northwest (26)
4-4-97	TROY, KS.	2130	bright light going west (27)
4-5-97	NASHVILLE, IL.	2000	bright light to northwest (28)

DATE:	LOCATION:	TIME:	DESCRIPTION:
4-8-97	VINTON, IA.	2000	bright light to northwest (29)
4-8-97	INDEPENDENCE, IA.	2000	bright light going northwest (30)
4-8-97	SOLOM, IA.	2030	bright light going west (31)
4-8-97	CENTRAL CITY, NB.	2045	bright light to west (32)
4-8-97	DRESCO, NB.	2100	bright light to west (33)
4-8-97	TONGANOXIE, KS.	2100	bright light to northwest (34)
4-8-97	OTTUMWA, IA.	2130	bright light going west (35)
4-9-97	DES MOINES, IA.	2000-2100	bright light to northwest (36)
4-9-97	CLINTON, IA.	1930	bright light to west (37)
4-9-97	SALEM, MO.	1970	bright light going northwest (38)
4-9-97	DES MOINES, IA.	2000-2100	bright light to northwest (39)
4-9-97	OSAGE, IA.	2100	bright light to west (40)
4-9-97	ROBERTS, WI.	2100	bright light to west going northwest (41)
4-9-97	EILMAN, IA.	2130	bright light going northwest (42)
4-10-97	REINBECK, IA.	2100	bright light going northwest (43)
4-10-97	LA CROSSE, WI.	2000	bright light to west for 1 hour (44)
4-10-97	GALESBURG, IL.	1930	bright light going west for 1 hour (45)
4-10-97	LAKE CITY, IA.	2000	bright light going northwest (46)
4-10-97	BUNCH, IA.	2000	bright light to northwest (47)
4-10-97	AUDUBON, IA.	2030	bright light to northwest (48)
4-10-97	OAKLEY, IA.	2030	bright light going west (49)
4-10-97	CERRO GORDO, IL.	2030	yellowish light going northwest (50)
4-10-97	FORT DODGE, IA.	2000-2100	bright light to west (51)
4-10-97	LEAVENWORTH, KS.	2000-2100	ball of fire to west (52)
4-10-97	EARLHAM, IA.	2100	bright light to northwest (53)
4-10-97	BEACON, IA.	2100	bright light to northwest (54)
4-10-97	BROOKLYN, IA.	2100	bright light to northwest (55)
4-10-97	BAYARD, IA.	2100	bright light to northwest (56)
4-10-97	HELBORNE, IA.	2100	large light going northwest (57)
4-10-97	ESTHERVILLE, IA.	2100	bright light to northwest (58)
4-10-97	SANDROFT, IA.	2100	bright light to northwest (59)
4-10-97	JACKSONVILLE, IL.	2100	bright lights to northwest (60)
4-10-97	EDWARDSVILLE, IL.	2100	large light to northwest (61)
4-10-97	DAVIS, IL.	2100	large light going northwest (62)
4-10-97	HARDCOURT, IA.	2120	bright light to northwest (63)
4-10-97	HOPKINS, MN.	2125	bright light going west (64)
4-10-97	ALBERT LEA, MN.	2100	brilliant light going northwest (65)
4-10-97	ARMSTRONG, IA.	2130	bright light going northwest (66)
4-10-97	KANKAKEE, IL.	1855	blazing light to west for 1 3/4 hours (67)
4-10-97	PANDRA, IA.	2045	bright light going north (68)
4-11-97	HOLLAND, MI.	1900	bright light going northwest for 2 hours (69)
4-11-97	OWATONNA, MN.	2000-2100	bright light to west (70)
4-11-97	RIO, WI.	2045	bright light going northwest (71)
4-11-97	MOLINE, IL.	1800-1900	bright light to west (72)
4-11-97	BENTON HARBOR, MI.	1945	bright light going north-northwest (73)
4-11-97	ROCHELLE, IL.	2030	bright light going northwest (74)
4-11-97	MORRISON, IA.	1930-2030	bright light going northwest (75)
4-11-97	SOUTH BEND, IN.	2010	yellowish light to northwest (76)
4-11-97	LAGRANGE, IN.	2030	bright light to west (77)
4-11-97	NEW CARLISLE, IN.	2030	bright light going northwest (78)
4-11-97	WILSON, NC.	2030	strange light to northwest (79)
4-11-97	LAKE FOREST, IL.	2000-2100	bright light to northwest (80)
4-11-97	EXCELSIOR, MN.	2050	colored light going northwest (81)

DATE:	LOCATION:	TIME:	DESCRIPTION:
4-11-97	DULUTH, MN.	2100	bright light to west (82)
4-11-97	LAKE CRYSTAL, MN.	2100	bright light going northwest (83)
4-11-97	LAFONTAINE, IN.	2100	light going northwest (84)
4-12-97	ATOKA, OK.	2030	bright light going northwest (85)
4-12-97	-CHIPPEWA FALLS, WI.	2100	bright light going west (86)
4-12-97	EDWARDSVILLE, IL.	2100	light to northwest (87)
4-12-97	ERIE, IL.	2000-2100	bright light to northwest (88)
4-12-97	FERGUSON, MO.	2030	bright light to west (89)
4-12-97	GALESBURG, IL.	2000	brilliant light to northwest (90)
4-12-97	GARNER, IA.	2030	airship going west (91)
4-12-97	JUNIATA, NB.	2030	large white light to northwest (92)
4-12-97	MACOMB, IL.	2020	great light to northwest (93)
4-12-97	NEW CARLISLE, IN.	2030	colored light going northwest (94)
4-12-97	ORION, IL.	2000	great light going northwest (95)
4-12-97	PIATTEVILLE, IL.	2000	brilliant light to northwest (96)
4-12-97	ROCK ISLAND, IL.	2000	brilliant light to northwest (97)
4-13-97	ALBERT LEA, MN.	2100	bright light to west (98)
4-13-97	BIGELOW, MN.	2100	colored light to west (99)
4-13-97	FARMINGTON, MN.	2100	colored light to northwest (100)
4-13-97	FOUNTAIN CITY, WI.	2000	bright light going west (101)
4-13-97	JAMESTOWN, MO.	2100	bright light going west (102)
4-13-97	MADISON LAKE, MN.	2030	bright light going northwest (103)
4-13-97	OWATONNA, MN.	2100	airship to west (104)
4-13-97	ROBERTS, WI.	2000	airship going northwest (105)
4-13-97	ST. CLOUD, MN.	2100	large colored light to northwest (106)
4-13-97	WORTHINGTON, MN.	2000	brilliant light to west (107)
4-14-97	BATTLE CREEK, MI.	2000	airship going west (108)
4-14-97	BRECKENRIDGE, MN.	2100	airship going west-northwest (109)
4-14-97	CAMBRIA, WI.	2000-2100	light going northwest (110)
4-14-97	CARROLTON, IL.	2030	brilliant light going northwest (111)
4-14-97	FERGUS FALLS, MN.	2100	strange light going northwest (112)
4-14-97	GALESBURG, IL.	2000	bright light to northwest (113)
4-14-97	KENDALLVILLE, IN.	2100-2200	colored light going northwest (114)
4-14-97	LADYSNE, KS.	2000	airship going northwest (115)
4-14-97	LOGANSPOUT, IN.	1900-2000	colored light to northwest (116)
4-14-97	O'NEILL, NB.	2030	bright light to northwest (117)
4-14-97	RED OAK, IA.	2030	brilliant light to northwest (118)
4-14-97	ROTHSAY, MN.	2100	bright light to north-northwest (119)
4-14-97	VALPARAISO, IN.	2000	airship to northwest (120)
4-14-97	WARSAW, IN.	2000	brilliant light to northwest (121)
4-15-97	ALBANY, IN.	1900-2000	airship to west (122)
4-15-97	BISMARCK, MO.	2010	large light to west (123)
4-15-97	CARTERSVILLE, MO.	2100	brilliant light going northwest (124)
4-15-97	EL PASO, IL.	2000-2100	light going northwest (125)
4-15-97	FARMERVILLE, TX.	2100	light to northwest (126)
4-15-97	KENTON, O.	1930	colored light to west (127)
4-15-97	MITCHELL, IN.	2100	bright light to northwest (128)
4-15-97	ST. CLOUD, MN.	2115	light to northwest (129)
4-15-97	ST. LOUIS, MO.	1945	bright light to northwest (130)
4-16-97	BONHAM, TX.	2015	brilliant light going northwest (131)
4-16-97	FAIRFIELD, IL.	2000	bright light to northwest (132)
4-16-97	LAWRENCE, WI.	2015	airship to northwest (133)
4-16-97	NR MINDOK, IL.	1900	bright light going northwest (134)

DATE:	LOCATION:	TIME:	DESCRIPTION:
4-16-97	ST. JOSEPH, IL.	1930-2030	bright light going northwest (135)
4-16-97	TISKILWA, IL.	2000	airship going northwest (136)
4-16-97	VINCENNES, IN.	2100	brilliant light to northwest (137)
4-17-97	BUFFALO CENTER, IA.	2130	ball of fire to northwest (138)
4-17-97	DALLAS, TX.	2000-2030	bright light to west (139)
4-17-97	DE SOTO, MO.	2000	brilliant light to northwest (140)
4-17-97	GREENVILLE, IL.	2030	ball of fire going west (141)
4-17-97	WOONSOCKET, SD.	2100	airship going west (142)
4-18-97	BELOIT, WI.	2000	airship to northwest (143)
4-18-97	BOWLING GREEN, KY.	1900	bright light to west for over 1 hour (144)
4-18-97	BRADSHAW, NB.	2100	bright light to west (145)
4-18-97	JUNIATA, NB.	2030	large white light to northwest (146)
4-18-97	DNWARD, IN.	2100-2200	white light to northwest (147)
4-18-97	UNADILLA, NB.	2100	bright light to west (148)
4-19-97	MANKATO, MN.	2030	colored light going northwest (149)
4-19-97	WANOWOC, WI.	2000	bright light to west (150)
4-20-97	MADISONVILLE, KY.	2000	colored light to west (151)
4-21-97	VIENNE, MO.	2015	brilliant light going northwest (152)
4-22-97	CARMI, IL.	2000	bright light going northwest (153)
4-97	BEAVER, WI.	1900-2100	airship to west (154)
4-97	FOREST, IN.	.	airship to northwest (155)
4-97	WHITWATER, WI.	2100	brilliant light to west (156)

JUPITER

DATE:	LOCATION:	TIME:	DESCRIPTION:
4-2-97	ATCHISON, KS.	0300	colored light to west (1)
4-7-97	NR. CHADBOURN, NC.	0200	light going west (2)
4-9-97	SYCAMORE, IL.	2130-2200	light overhead going west (3)
4-9-97	NILES CENTER, IL.	2200	light to south going west (4)
4-10-97	CHICAGO, IL.	0200	light to west (5)
4-10-97	VILLISCA, IA.	2030	light overhead going northwest (6)
4-10-97	CHICAGO, IL.	2145	colored light overhead for 1 1/2 hour (7)
4-10-97	SYCAMORE, IL.	2130-2200	light overhead going west (8)
4-10-97	ST. LOUIS, MO.	2200	light to south-southwest going north (9)
4-10-97	EMPORIA, KS.	2100	light overhead going west (10)
4-11-97	CLINTON, IA.	2300	light to west going northwest (11)
4-11-97	MARCELLUS, MI.	2330	light to south going west (12)
4-11-97	KASSEN, MN.	2300-2400	light going west (13)
4-14-97	BARABDO, WI.	2030	airship overhead going northwest (14)
4-14-97	DICKINSON, ND.	0145	airship going west (15)
4-14-97	SEDALIA, MO.	2000	light overhead going west (16)
4-15-97	SCHOOLCRAFT, MI.	2245	light to southwest (17)
4-16-97	CHILDRESS, TX.	0116	airship going west (18)
4-16-97	DALLAS, TX.	2100	light overhead going northeast (19)
4-16-97	MASON CITY, IL.	2130	light overhead going west (20)
4-16-97	NASHVILLE, TN.	2300	light to northwest for 2 hours (21)
4-16-97	PARKERSBURG, WV.	2230	light going west (22)
4-16-97	STAFFORD, TX.	2200	light going southwest (23)
4-21-97	ASPEN, CO.	0100	light going west (24)
4-21-97	FRANKLIN, NB.	2200	light to southwest (25)
4-22-97	KOKOMO, IN.	2200	light to southwest (26)



DATE:	LOCATION:	TIME:	DESCRIPTION:
4-27-97	LEAVENWORTH,KS.	2400	airship to northwest (27)
4-28-97	CINCINNATI, O.	2200	light going northwest (28)
4-29-97	CINCINNATI, O.	2200	light going southwest (29)
4-97	ADRIAN, MN.	2100	light to northwest going southwest (30)
5-3-97	ATKINS, WY.	2210	light going west (31)
5-3-97	LUMBERTON, NC.	2100	light going southwest (32)
5-8-97	LLANO, TX.	2200	airship going northwest (33)

MARS

DATE:	LOCATION:	TIME:	DESCRIPTION:
11-23-96	SANTA ROSA, CA	1930	red light going east (1)
2-26-97	FALLS CITY, NB.	2200	red light to northwest going west (2)
2-97	LITCHFIELD, NB.	2100-2200	red light to west (3)
4-6-97	WAVERLY, KS.	2130	red light to west (4)
4-10-97	OTTUMWA, IA.	1940	red light going northwest (5)

PRDCYON--a yellow-white star of .48 magnitude in Canis Minor

DATE:	LOCATION:	TIME:	DESCRIPTION:
4-8-97	MT. PLEASANT, IA.	2100	bright light to northwest (1)
4-8-97	CEDAR RAPIDS, IA.	2100	bright light to northwest for 1 hour (2)
4-10-97	E. ST. LOUIS, IL.	2200	large light to west (3)
4-10-97	BELLEVUE, IA.	2300	light to northwest (4)
4-11-97	NEGAUNCE, MI.	1900-2000	light going south (5)
4-11-97	MENOMONIE, WI.	2200-2300	bright light going northwest (6)
4-13-97	BISMARCK, ND.	2300	airship going west (7)
4-13-97	EDGERTON, WI.	2200	light going northwest (8)
4-13-97	GRANTSBURG, WI.	2200	light to northwest going northwest (9)
4-13-97	LEDGERWOOD, ND.	2230	airship to northwest going northwest (10)
4-13-97	NORWOOD, MN.	2200	lighted object going northwest (11)
4-13-97	STEELE, ND.	2230	colored light going northwest (12)
4-13-97	YOUNG AMERICA, MN.	2215	light to west (13)
4-14-97	CUBA, IL.	2200	red light to northwest going west (14)
4-14-97	HARTFORD CITY, IN.	2330	colored light to west (15)
4-14-97	KINGSTON, MO.	2400	bright light to northwest (16)
4-15-97	BISMARCK, ND.	2300	colored light going west (17)
4-16-97	GRAND RAPIDS, MI.	2330	light to west for 3 1/2 hours (18)
4-16-97	SANDUSKY, O.	2400-0100	colored light going west (19)
4-21-97	RIVERTON, NB.	2300	large light to northwest (20)
4-25-97	TONGONOXIE, KS.	2200	colored light going west (21)
4-27-97	FAIRPLAIN, PA.	2045	bright light to west for 1 hour (22)
4-97	ASHLAND, NB.	2100	colored light to west (23)
5-4-97	TERRE HAUTE, IN.	2030	light to west going west (24)

RIGEL--a blue white star of .34 magnitude in Orion

DATE:	LOCATION:	TIME:	DESCRIPTION:
11-24-96	OAKLAND, CA.	1900	bright light to southeast going west (1)

SIRIUS--a bluish star of -1.58 magnitude in Canis Major

DATE:	LOCATION:	TIME:	DESCRIPTION:
11-21-96	SANTA ROSA, CA.	2400	bright light to southeast going southwest (1)
11-22-96	CAPAY, CA	2100	bright light to southeast (2)
11-22-96	SANTA CLARA, CA	2300	bright light going southeast (3)
11-24-96	OAKLAND, CA	2230	bright light to south going east (4)
2-26-97	FALLS CITY, NB.	0200	bright light to southwest (5)
3-5-97	WYMORE, NB.	1945	bright light moving south to northwest (6)
3-9-97	KEARNEY, NB.	2115	bright light to southwest going north (7)
3-12-97	DOWNS, KS.	2200	bright light going south (8)
3-18-97	WILSEY, KS.	2200	brilliant light going northwest (9)
4-3-97	KEOSAUQUA, IA.	2200	brilliant light to west (10)
4-3-97	STOCKTON, KS.	2300	brilliant light to northwest (11)
4-4-97	WINONA, WI.	2000	bright light to southwest for 1 1/2 hours (12)
4-5-97	STOCKTON, KS.	2230	brilliant light to southwest (13)
4-6-97	GOODLAND, KS.	2230	bright light to west (14)
4-8-97	NEW RICHLAND, MN.	2030	bright light going south (15)
4-8-97	DIXON, IL.	2100	bright light to southwest going northwest (16)
4-8-97	NORTHWOOD, IA.	2230	brilliant light to west going northwest (17)
4-9-97	BRITT, IA.	2100	bright light going southwest to north for 2 hours (18)
4-11-97	OWATONNA, MN.	2000	bright light to southwest for 1 1/2 hours (19)
4-11-97	CUMBERLAND, WI.	2130	large light to southwest (20)
4-11-97	GIBSON CITY, IL.	2130	bright light going southwest (21)
4-12-97	CHAPMAN, KS.	2200-2300	bright light to northwest going northwest (22)
4-12-97	MISSOURI VALLEY, IA.	2130	colored light to west (23)
4-12-97	SAVANAH, IL.	2015	bright light to southwest (24)
4-12-97	WEATHERFORD, TX.	2100	bright light going southwest (25)
4-13-97	CABERRY, IL.	2130	colored light going southeast (26)
4-13-97	KEYETESVILLE, MO.	2145	bright light to northwest (27)
4-13-97	MANKATO, MN.	2100	colored light to west going southwest (28)
4-13-97	WASHINGTON, IA.	2200	colored light to southwest going southwest (29)
4-13-97	YOUNG AMERICA, MN.	2145	airship to west (30)
4-14-97	OCONTO, WI.	2100	colored light to southwest going northwest (31)
4-14-97	VILLISDA, IA.	2200	colored light to southwest going west (32)
4-14-97	WAHPETON, ND.	2100-2200	airship going northwest (33)
4-14-97	WEATHERFORD, TX.	2100	bright light going southwest (34)
4-15-97	FOLEY, MN.	2100	colored light to southwest going northwest (35)
4-15-97	HOWARD CITY, MI.	2010	airship to southwest (36)
4-16-97	AKRON, O.	1900	lighted object going southwest (37)
4-16-97	CHAMPAIGN, IL.	2030	light to southwest going southwest (38)
4-16-97	NASHVILLE, TN.	2000	brilliant light to northwest for 3 hours (39)
4-16-97	NASHVILLE, TN.	2100	bright light to southwest (40)
4-16-97	ROCHELLE, IL.	2200-2300	bright light to southwest (41)
4-16-97	WILLIAMSTON, MI.	2010	airship to southwest (42)
4-18-97	MARION, KY.	2100	brilliant light to southwest going west (43)
4-19-97	PHILADELPHIA, PA.	1950	bright light to south (44)
4-19-97	INDIANAPOLIS, IN.	2115	bright light going southwest (45)
4-19-97	LINTONVILLE, MN.	2015	colored light going southwest for 3/4 hour (46)
4-19-97	LONG PRAIRIE, MN.	2100-2200	light to southwest going west (47)
4-19-97	VERONA, WI.	2100	airship to southwest (48)
4-20-97	IRVING, KS.	2100	bright light going southwest (49)
4-21-97	ROCKPORT, O.	2100	airship going south (50)

DATE:	LOCATION:	TIME:	DESCRIPTION:
4-22-97	LOGANSPOORT, IN.	2100	bright light to northwest (51)
4-25-97	CLARKSVILLE, TN.	2045	bright light to southwest (52)
4-25-97	JOHNSTON CITY, IL.	2000	airship going northwest (53)
4-26-97	MT. EPHRAIM, O.	1930	airship to west (54)
4-29-97	MUNROE FALLS, O.	2100	airship going west (55)

SPICA--a bluish star of 1.21 magnitude in Virgo

DATE:	LOCATION:	TIME:	DESCRIPTION:
3-7-97	CHALCO, NB.	2225	light to southeast going north (1)
3-14-97	SOUTH OMAHA, NB.	2130	bright light to southeast going north (2)
3-28-97	OMAHA, NB.	2130	bright light to southeast going north (3)
3-28-97	BELLEVILLE, KS.	0200	light going south (4)
4-9-97	NEBRASKA CITY, NB.	2130	light to southeast going north (5)
4-8-97	WAUSAU, WI.	2200	egg shaped light to southeast going north (6)
4-10-97	HARTSDALE, IN.	2000-2100	light going southeast (7)
4-12-97	BURR OAK, MI.	2000	bright light to southeast (8)
4-12-97	RUSHVILLE, IL.	2035	colored light to southeast going west (9)
4-13-97	SUPERIOR, WI.	0100	bright light going south (10)
4-14-97	PLYMOUTH, NB.	2000-2100	colored light to southeast (11)
4-16-97	ANN ARBOR, MI.	2100	colored light to south going east (12)
4-16-97	BLOOMFIELD, MO.	2030	colored light to south (13)
4-18-97	FONTANA, WI.	2200	colored light to southeast (14)
4-18-97	THREE RIVERS, MI.	2000	light going southeast (15)
4-19-97	THOMASTON, MI.	2400	colored light going southwest (16)
4-22-97	HEMLOCK, MI.	2300	airship going south (17)
4-29-97	SALIDA, CO.	0020	colored light going northwest (18)
5-7-97	SEYMOUR, IN.	2100	bright light to south (19)

VEGA--a blue-white star of .14 magnitude in Lyra

DATE:	LOCATION:	TIME:	DESCRIPTION:
10-22-96	SAN FRANCISCO, CA.	1815	bright light going west (1)
11-23-96	CHICO, CA	1900	light to west going northwest (2)
11-24-96	VISALIA, CA.	1900	light to northwest (3)
11-26-96	MODESTO, CA.	2230	light to northwest (4)
4-8-97	SURPRISE, NB.	2147	light to northeast going southwest (5)
4-10-97	CHILTON, WI.	2100	bright light going northeast (6)
4-10-97	MT. MORRIS, IL.	2300	bright light to east going north (7)
4-11-97	CALDWELL, KS.	2400	light to northeast going south (8)
4-13-97	WILLMAN, MN.	2100	colored light to northeast (9)
4-13-97	YOUNG AMERICA, MN.	2315	airship to northeast (10)
4-14-97	CONSTANTINE, MI.	2245	bright light to northeast for 1 hour (11)
4-14-97	ELKHART, IN.	2030	colored light to northeast for 3 1/2 hour (12)
4-14-97	OLIVET, MI.	2300	colored light to northeast going southeast (13)
4-14-97	ROCHEE PERCEE, SAS., CAN	2111	airship to northeast (14)
4-15-97	CARROLLTON, MO.	2200	bright light to northeast (15)
4-17-97	DELAWARE, O.	2300	bright light going northeast (16)
4-20-97	MADISONVILLE, KY.	2100	airship to northeast (17)
4-21-97	JACKSON, TN.	2300	strange light to northeast for 1 hour (18)
4-23-97	LOGANSPOORT, LA.	0530	airship to north (19)

DATE:	LOCATION:	TIME:	DESCRIPTION:
4-25-97	ROSSVILLE, IL.	0530	airship going east (20)
4-28-97	CARTHAGE, MO.	2135	lights to northeast (21)
4-28-97	MONMOUTH, IL.	2130	colored light going east (22)
5-5-97	BIRARDSVILLE, PA	0200-0300	airship going north (23)

CAPELLA--a yellow star of .21 magnitude in Auriga

DATE:	LOCATION:	TIME:	DESCRIPTION:
11-23-96	SAN FRANCISCO, CA	2115	bright light going northeast (1)
11-24-96	STOCKTON, CA	2000	bright light to northeast going southeast (2)
11-24-96	SAN JOSE, CA	2400	bright light going northeast (3)
11-25-96	SACRAMENTO, CA.	0200	bright light going northwest (4)
11-96	ARCATA, CA.	0630	large light to northwest (5)
3-28-97	BELLEVILLE, KS.	0500	light going north (6)
4-2-97	EVEREST, KS.	0226	brilliant light to north (7)
4-7-97	ABERDEEN, SD.	2200-2300	bright light to northwest (8)
4-8-97	MARINETTE, WI.	2200	light to northwest (9)
4-8-97	WAVERLY, IA.	2400	large light to northwest (10)
4-10-97	GREEN ISLAND, IA.	2215	light going northwest (11)
4-13-97	ABERDEEN, SD.	2140	colored light going north-northwest (12)
4-13-97	HECTOR, MN.	2230	airship to north (13)
4-16-97	VINCENNES, IN.	2230	airship to north (14)
4-16-97	WYANDOTTE, MI.	2230	lights going north (15)
4-21-97	KINGSTON, MO.	2400	bright light to northwest (16)
4-26-97	BUENA VISTA, CO.	0030	light going north (17)

DENEK--a white star of 1.33 magnitude in Cygna

DATE:	LOCATION:	TIME:	DESCRIPTION:
11-22-96	SAN FRANCISCO, CA.	1800	light overhead going west (1)
11-24-96	VISALIA, CA	1900	light to west (2)
11-29-96	TULARE, CA.	2030	light going northwest (3)
12-2-96	RENO, NV.	1900	light to west (4)
12-4-96	LODI, CA.	1800-1900	light going northwest (5)
4-10-97	MANITOWOC, WI.	2230	light to going southeast to north (6)
4-10-97	LANCASTER, MO.	2230	light going northeast (7)
4-10-97	DURHAM, MO.	2300	colored light going northeast (8)
4-11-97	MANITOWOC, WI.	0300	light going northeast (9)
4-17-97	HIGHWOOD, IL.	0200	bright light to northeast for 1 hour (10)

FORMALHAUT--a white star of 1.29 magnitude in Piscis

DATE:	LOCATION:	TIME:	DESCRIPTION:
11-27-96	ANTIOCH, CA.	1850	light to south going west (1)
12-2-96	SUTTER CITY, CA.	1800	colored light going south (2)

UNKNOWN STARS

DATE:	LOCATION:	TIME:	DESCRIPTION:
FALL 96	ORCHARD, IA.	2000	bright light moving north to south (1)
11-23-96	SAN FRANCISCO, CA	2115	light 4,000 feet up (2)
11-23-96	SAN FRANCISCO, CA	2100-2130	large round light high in the sky (3)
11-24-96	PLACERVILLE, CA	1830	light seen going north to south (4)

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DATE:	LOCATION:	TIME:	DESCRIPTION:
11-25-96	SACRAMENTO, CA.	1600	object going northeast (5)
11-96	WOODLAND, CA.	2000-2100	3 lights to southwest going northeast (6)
12-11-96	BRONSON, KS.	1700	light moving west to east (7)
1-97	MONTREAL, CAN.	1700-1900	strange light seen several nights (8)
3-13-97	PORTAL, NB.	2100	object with lights to east (9)
3-24-97	JEFFERSON, MI.	AM	ball of fire (10)
3-29-97	STOCKTON, KS.	2230	brilliant light (11)
4-2-97	ELLSWORTH, KS.	2130	airship with lights seen (12)
4-5-97	HARMON, NB.	2300	bright light going north (13)
4-7-97	LAKE MILLS, WI.	0100	bright light going southeast to north (14)
4-8-97	BURLINGTON, IA.	2100	bright light going south to north (15)
4-8-97	DECATUR, NB.	2200	ball of light going south for 2 hours (16)
4-8-97	ALBERT LEA, MN.	2200-2300	large colored light going north (17)
4-9-97	MADISON, SD.	0100	light going west (18)
4-9-97	KANKAKEE, IL.	2030	red light to north going east for 2 hours (19)
4-9-97	BUCKINGHAM, IL.	2030	red light to north going east (20)
4-9-97	NASSAU, IA.	2100-2200	3 lights to north going southwest (21)
4-9-97	KENOSHA, WI.	2400	green light seen (22)
4-10-97	KINMUNDY, IL.	2000	bright light seen (23)
4-10-97	SWEA CITY, IA.	2100	airship with lights (24)
4-10-97	MOLINE, IL.	2400	light going north (25)
4-11-97	COLUMBUS, O.	AM	light going southwest (26)
4-11-97	NORTHFIELD, MN.	2100	red light seen (27)
4-11-97	SPRINGFIELD, IL.	2100	bright light seen for 30 minutes (28)
4-12-97	CUMBERLAND, WI.	2130	colored light to southwest going northeast (29)
4-12-97	SHERMAN, IL.	2000	airship going north (30)
4-12-97	WAUKESAN, IL.	2400	colored light going north for 1 hour (31)
4-12-97	BENNETT, IA.	2100	bright moving light (32)
4-13-97	SOUTH HAVEN, MI.	2030	colored light seen moving (33)
4-13-97	UNION CITY, IN.	2200	bright light seen (34)
4-13-97	WINONA, MN.	2130	colored light seen (35)
4-13-97	BRIEN PLAINS, TN.	2100-2200	airship seen going south (36)
4-13-97	CANTON, IL.	2300	colored light going north (37)
4-13-97	HWICK, MN.	2100	colored light approaching from northeast (38)
4-13-97	LAKE LILLIAN, MN.	2020	airship going north (39)
4-13-97	SMITH'S MILL, MN.	2100	flaming object going north (40)
4-13-97	WHITTEMORE, IA.	2000	airship going north (41)
4-14-97	CEDAR SPRINGS, MI.	2100	colored light going north (42)
4-14-97	ELWOOD, IN.	2000-2100	airship to north going north (43)
4-14-97	CORSICANA, TX.	2030	bright light going north to south (44)
4-14-97	CROTON, IA.	2015	colored light seen (45)
4-14-97	JUSTOWN, MO.	2100	colored light seen (46)
4-14-97	PORTAL, ND.	2100	large light seen (47)
4-14-97	PRINCETON, IN.	2000	airship seen (48)
4-14-97	RHOME CITY, IN.	2000-2130	airship seen going north (49)
4-15-97	B ST. LOUIS-ALTON, IL.	2130	airship seen (50)
4-15-97	DAVIS, OK.	0958	airship going south (51)
4-15-97	GLENCOE, MN.	2000	oblong light seen (52)
4-15-97	HOPKINSVILLE, KY.	2100	airship going north (53)
4-15-97	NASHVILLE, TN.	2000	colored light 3,000 feet up (54)
4-15-97	PERRY SPRINGS, IL.	2200	strange light seen (55)
4-16-97	DALLAS, TX.	2000	airship to north going east to west (56)
4-16-97	LAKE CRYSTAL, MN.	0140	colored light to north going northeast (57)

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DATE:	LOCATION:	TIME:	DESCRIPTION:
4-16-97	CUBA, MO.	2020	large colored light (58)
4-16-97	LARIMORE, ND.	2130	colored light moving west to east (59)
4-17-97	COOLVILLE, O.	2100-2200	immense colored light to north (60)
4-17-97	SAVOY, TX.	2030-2100	bright light to north going northwest (61)
4-17-97	METROPOLIS, IL.	2330	moving light seen 1 hour (62)
4-17-97	ST. LOUIS, MO.	2330	brilliantly lighted airship (63)
4-18-97	ANGOLA, IN.	2130	brilliant light to south (64)
4-18-97	COOLVILLE, O.	2100-2200	colored light to north (65)
4-18-97	CLEARWATER, MN.	2100	colored light seen (66)
4-18-97	COLUMBUS, IN.	1900	brilliantly lighted airship (67)
4-18-97	WACAHACHIE, TX.	0100	airship searchlight seen (68)
4-20-97	DENVER, CO.	1100	airship to west going north (69)
4-21-97	LORAIN, O.	2100	airship going north (70)
4-22-97	LAKE MILLS, WI.	2100	2 strange lights seen (71)
4-22-97	HIANATHA, KS.	2115	bright light going south (72)
4-25-97	METABORDA, TX.	1200	airship going west (73)
4-25-97	AUSTIN, TX.	0300	light going north (74)
4-25-97	SAN ANTONIO, TX.	0000-0100	colored light to northwest going southeast (75)
4-26-97	EMMETTSBURG, IA.	0300	bright light going northeast (76)
4-28-97	CLEVELAND, O.	2000	strong light seen (77)
4-30-97	YONKERS, NY.	0300	strange light seen (78)
5-6-97	SILVER PLUME, CO.	2130	red light seen to west (79)

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APPENDIX J

The reports that are in the following list are felt to be of astronomical origin. The source of the report could not be identified due to the absence of certain information. In most cases, the exact time of the report is missing. It would, therefore, be almost impossible to be accurate in determining what the astronomical body was that was seen. With the data on the astronomical bodies which were determined to be the source of specific reports (see previous appendix) it would be possible to speculate. However, this speculation would have no solid basis. As will be noticed, many of the following were in the location of astronomical bodies and were probably that body. Please note that many of the reports from April were of lights to the west, northwest, or going west or northwest. With Venus, Sirius, and Betelgeuse in those directions, it is most probably that they were the source. In several of the reports, it was mentioned that the light was seen for periods of over 1 hour, some up to 5 hours, thus indicating some astronomical body. There are also reports of the same light being seen at the same time, same location, and same description for several days in a row; one report stated for 10 days.

DATE:	LOCATION:	DESCRIPTION:
10-25-96	BOWMAN, CA.	3 lights moving east at 100 MPH (1)
10-25-96	BOWMAN, CA.	3 lights moving east, 8 ft. apart, first one larger and brighter (2)
10-96	OAKLAND, CA.	bright light gradually descending to west (3)
11-17-96	SACRAMENTO, CA.	bright light moving east to southwest (4)
11-19-96	TACOMA, WA.	light moving in zigzag path at night (5)
11-20-96	OAKLAND, CA.	large light to the north (6)
11-20-96	SACRAMENTO, CA.	light to north moving northeast, high in sky (7)
11-21-96	NEVADA CITY, NV.	light to east moving south at a late hour (8)
11-22-96	SAN FRANCISCO, CA.	light going east (9)
11-22-96	SAN FRANCISCO, CA.	light that would dim and then brighten (10)
11-22-96	SACRAMENTO, CA.	light, high in sky, moving southwest (11)
11-23-96	SAN FRANCISCO, CA.	for 15 minutes, light seen going east (12)
11-23-96	SAN FRANCISCO, CA.	light seen going east (13)
11-23-96	LATHROP, CA.	light coming from north, grew brighter as it approached (14)
11-24-96	McMINNVILLE, OR.	light seen, said to have passed over (15)
11-24-96	BERKELEY, CA.	light approaching from north (16)
11-24-96	ALAMEDA, CA.	light going north, performed aerial gymnastics (17)
11-24-96	LEESVILLE, CA.	egg shape with bright light overhead (18)
11-25-96	OAKLAND, CA.	light seen going west, shone a light on the city (19)
11-25-96	ROBINSON'S FERRY, CA.	2 lights, high in sky, kept same distance apart, one behind the other, would die out then flare up (20)
11-26-96	OAK PARK, CA.	red and white light, 100 feet up (21)
11-26-96	STOCKTON, CA.	moving light seen at night (22)
11-26-96	TACOMA, WA.	light with form above it (23)
11-26-96	TULARE, CA.	red, green, and blue lights going northwest (24)
11-26-96	BAKERSFIELD, CA.	blue and white lights going south (25)
11-26-96	HANFORD, CA.	red light with halo at 45 degree elevation going northeast (26)
11-27-96	BAKERSFIELD, CA.	during evening, great white light, low and going south (27)
11-27-96	VISALIA, CA.	at night, light moving northwest (28)
11-27-96	VISALIA, CA.	at night, light seen to southwest (29)
11-28-96	SALINAS, CA.	during evening, light seen for 20 minutes, going west (30)
11-29-96	PENNINGTON, CA.	bright light with wave like motion going west at night (31)
11-30-96	LOS ANGELES, CA.	2 lights moving southeast to northwest (32)
11-96	STOCKTON, CA.	2 lights moving parallel to earth (33)
12-2-96	VISALIA, CA.	light to west moving north, at night (34)
12-2-96	RIO BONITA, CA.	at night, light to southwest (35)
12-7-96	VISALIA, CA.	flash of light moving north to south, passing over at night (36)

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DATE:	LOCATION:	DESCRIPTION:
2-15-97	BEATRICE, NB.	lights with tail going south (37)
2-19-97	KEARNEY, NB.	large, bright light to west, would fade and brighten (38)
2-23-97	LEXINGTON, NB.	at night, a light to west, moving west, swung back and forth several times (39)
2-26-97	STELLA, NB.	bright light to southwest (40)
2-97	MARCELLUS, MI.	red light seen 30 minutes, at night, made hissing sound (41)
2-97	KEARNEY, NB.	2 lights moving north to south, changed from yellow to white, during evening (42)
2-97	FARNAM, NB.	light moving northwest to southwest (43)
3-4-97	KENESAW, NB.	large light seen going east, seen 5 hours (44)
3-9-97	MISSOURI	light seen going northwest at night (45)
3-14-97	FREMONT, NB.	light seen going north (46)
3-24-97	BELLEVILLE, KS.	for 30 minutes, light seen going north at night (47)
3-24-97	ELSIE, NB.	light as large as moon seen going northwest (48)
3-27-97	HIAWATHA, KS.	during evening, light with halo would dim and brighten, seen to west (49)
3-29-97	BLEN ELDER, KS.	red light passed over going east to west at night (50)
3-29-97	LOYAL, WI.	3 lights seen at night, going west to east (51)
3-29-97	WICHITA, KS.	4 inch light to northeast going north (52)
3-31-97	PENN TOWNSHIP, KS.	during evening, red light to northwest going northwest (53)
3-97	DASIS, IA.	bright light seen 1 1/2 hour (54)
3-97	MECCOCK, NB.	bright light to west, 1/4 mile up, going northwest, seen for past week (55)
3-97	CASEVILLE, MI.	bight light seen for a week over Saginaw Bay (56)
3-97	HOLLAND, MI.	ball of fire seen 1 hour, in clouds, would dim and brighten (57)
3-97	FARNAM, NB.	light seen to pass over (58)
3-97	STANTON, NB.	bright light to west, sinks at 2200 (59)
3/4-97	MERRILL, WI.	light like lamp with halo, seen inspite of clouds, to northwest (60)
4-2-97	OLIVET, KS.	brilliant light seen for 1 hour at night, to north moving northwest (61)
4-3-97	PHILIPSBURG, KB.	at night, light seen moving northwest (62)
4-3-97	CREIGHTON, NB.	light to northwest, seen at night, first white then red (63)
4-6-97	DECATUR, NB.	globe of light moving south, at dusk, seen 5 hours (64)
4-7-97	TRENTON, NB.	at night, light seen for 15 minutes, to west, moving west (65)
4-7-97	FOLIETTS, IA.	light seen to northwest (66)
4-8-97	RODMAN, IA.	reddish light moving west, 1000 feet up, seen at night for 15 minutes (67)
4-8-97	EMMETSBURG, IA.	red light, 1000 feet up, moving west at night (68)
4-8-97	PAULLINA, IA.	at night, light seen to northeast (69)
4-8-97	STERLING, IL.	at night, light seen moving east (70)
4-8-97	LUCC, WI.	light seen for several evenings over Lake Winnebago (71)
4-8-97	FT. DODGE, IA.	moving light seen to east (72)
4-8-97	BELLE PLAINE, IA.	bright light to west moving north (73)
4-8-97	WAUPACA, WI.	colored lights moving northwest (74)
4-8-97	EAST CARROLL, IL.	during evening, 2 lights seen, 1 as large as moon (75)
4-8-97	FAYETTEVILLE, ND.	during evening and bad storm, ball of fire passed over (76)
4-8-97	IRONTON, O.	very bright light like moon at zenith, seen during evening (77)
4-9-97	KANSAS CITY, MO.	during evening, bright light seen moving west for 1 hour, 200 feet up (78)
4-9-97	HARMON, IL.	bright light at 45 degrees to northwest at night (79)
4-9-97	DIXON, IL.	at night, light seen to west (80)
4-9-97	PITTSWOOD, IL.	light to northwest at night (81)
4-9-97	HOLDBERGE, NB.	light to northwest at night (82)
4-9-97	CHECKID, MN.	at night, light going north at 60 MPH (83)



DATE:	LOCATION:	DESCRIPTION:
4-9-97	GOLDSBORO, NC.	great light moving east to west at night (84)
4-9-97 (85)	VINTON, IA.	brilliant red light seen to southwest at 40 degrees and going northwest
4-9-97	ROBINSON, IL.	white and green lights to northwest going northwest (86)
4-10-97	SIOUX CITY, IA.	light seen during evening, had received call from Bancroft about it (87)
4-10-97	SUBLETT, IL.	light to northwest during the evening (88)
4-10-97 (89)	GREINA, NB.	during evening, light seen for 10 minutes going northwest, 1000 feet up
4-10-97	LYONS/GENESO, KS.	moving lights seen (90)
4-10-97	PIKE CO., IL.	intense light to north, seen at night for 2-4 minutes (91)
4-10-97	CLINTON, WI.	at night, colored lights seen moving southeast to northwest (92)
4-10-97 (93)	LAFAYETTE, IN.	moving white light to north, going north, grew dimmer, seen at night
4-10-97	KENTLAND, IN.	red and blue lights to west at night (94)
4-10-97	SALEM, NC.	bright light seen to northwest at night (95)
4-10-97	BARNER, IA.	bright light to the east (96)
4-10-97	PAULLINA, IA.	light seen to the west (97)
4-10-97	THOMPSON, IA.	light seen to the north moving west (98)
4-10-97	MONEQUA, IL.	light moving northeast seen (99)
4-10-97	ELGIN, IL.	red, white, and blue lights seen (100)
4-10-97	KANE, IL.	light seen moving west (101)
4-10-97	DEPERE, WI.	bright light seen to north (102)
4-10-97	DECATUR, NB.	light seen moving south (103)
4-11-97	ABERDEEN, SD.	colored light passed over at night (104)
4-11-97	CHICAGO, IL.	at night, light that changed from white to red, green, blue, seen 1 hour to northwest (105)
4-11-97	BELLE PLAINE, MN.	during evening, light that changed red, white, green seen to west (106)
4-11-97 (107)	RANDOLPH, WI.	during the evening, bright light seen moving southeast to northwest
4-11-97	WATERTOWN, WI.	bright light seen to west during the evening (108)
4-11-97	SHELBYVILLE, IN.	2 red lights to northwest moving southeast during the evening (109)
4-11-97	HARVARD, IL.	bright light that changed colors seen in evening to northwest going northwest (110)
4-11-97 (111)	PLYMOUTH, O.	reddish light seen to northwest going west, changed colors in evening
4-11-97 (112)	FARIBAULT, MN.	white light with green and yellow seen to northwest moving northwest
4-11-97	DARLINGTON, WI.	light seen to west (113)
4-11-97	LA CROSSE, WI.	light seen at night for 2 hours (114)
4-11-97 (115)	SUPERIOR, WI.	white light changed colors seen at night for 15 minutes to southwest
4-11-97	OSHKOSH, WI.	light seen at night to west (116)
4-11-97	SPRING GREEN, WI.	light seen going northwest at night (117)
4-11-97	WAUKEGAN, IL.	red light seen 1 hour at night, going north (118)
4-11-97	ELGIN, IL.	brilliant light seen to northwest at night (119)
4-11-97	NILES, MI.	red and white lights seen going northwest at night (120)
4-11-97	POTOSI, MO.	light seen to north going north at night, seen 15 minutes, seen next night also (121)
4-11-97 (122)	CHILLICOTHE, MO.	at night, bright white light seen to north going northwest, passed over
4-11-97	OZARK, MO.	bright ball of light seen to west at night (123)
4-11-97	BEADWOOD, SD.	at night, lights seen for 20 minutes (124)
4-11-97	WILMINGTON, NC.	bright light seen to west at night (125)

DATE:	LOCATION:	DESCRIPTION:
4-11-97	LACON, IL.	light seen to west and going south-southwest (126)
4-12-97	BARABOO, WI.	red and green light, at night, moving east to west, over circus Hq., heavy rain (127)
4-12-97	BLUFFS, IL.	at night, blue-white light, to west going north, seen 30 minutes (128)
4-12-97	DARLINGTON, WI.	during evening, large light to west going northwest, passed over (129)
4-12-97	EMFORIA, KS.	bright light seen 2-4 minutes to going north, at night (130)
4-12-97	HAUGHVILLE, IN.	at night, bright light seen going northwest, sky cloudy (131)
4-12-97	HENRY, IL.	light moving south seen in evening (132)
4-12-97	LAGRANGE, IN.	at night, 2 lights with apparent body between (133)
4-12-97	LISLE, IL.	light seen from train at night going west (134)
4-12-97	MT. CARROLL, IL.	2 bright lights seen moving west at night (135)
4-12-97	N. MANCHESTER, IN.	during evening, bright light, 1/4 mile up, passed over (136)
4-12-97	PRINCETON, MN.	light seen going northwest during evening (137)
4-12-97	RUSSELLVILLE, AK.	at night, light seen going southwest during heavy thunderstorm (138)
4-12-97	SIOUX CITY, IA.	light seen to west (139)
4-12-97	SPOONER, WI.	in early morning, light seen to south going northeast (139)
4-12-97	STOCKTON, IL.	light seen going west at night (140)
4-12-97	TERRE HAUTE, IN.	at night, bright light to west going southwest, seen 20 minutes, 1/2 mile up (141)
4-12-97	VIRGINIA, MN.	red and white lights moving northwest, 1 mile up, during evening (142)
4-12-97	WILMINGTON, NC.	at night, light seen to west (143)
4-13-97	ANDERSON, IN.	light seen going north at night (144)
4-13-97	NEAR LACROSSE, WI.	during evening, light seen from train, cast reflection on water (145)
4-13-97	BARABOO, WI.	light seen moving northwest for 5 minutes at night (146)
4-13-97	BECKER, MN.	light seen moving north (147)
4-13-97	BROWNTOWN, WI.	during evening, light seen to west moving northwest (148)
4-13-97	COLDWATER, MI.	white, red, and green light seen 1/2 mile up (149)
4-13-97	DANVILLE, IL.	bright light seen to northwest at 45 degree elevation at night (150)
4-13-97	DAVID CITY, NB.	during evening, bright light seen going southwest (151)
4-13-97	DAWSON, ND.	at night, light seen moving west (152)
4-13-97	DELANG, MN.	light seen to west during evening (153)
4-13-97	EAGLE, WI.	light to north moving north seen at night (154)
4-13-97	E. MAUMEE, MI.	at night, 3 colored lights seen moving southeast (155)
4-13-97	EASTON, MN.	changing colored light seen at night to northwest, moving north (156)
4-13-97	FT. ATKINSON, WI.	light seen to southwest moving southwest (157)
4-13-97	HOLDREGE, NB.	light seen to north in evening (158)
4-13-97	LANBERTON, MN.	at night, light seen changing colors, outlines seen (159)
4-13-97	MADISON LAKE, MN.	light moving west seen from moving train (160)
4-13-97	MANDAN, ND.	light seen at night moving west (161)
4-13-97	MARINETTE, WI.	at night, light seen to north going north (162)
4-13-97	MONTICELLO, WI.	oval shape, 35-40 feet long seen to southwest (163)
4-13-97	NEWTON, KS.	light seen to west at night (164)
4-13-97	NORTHFIELD, MN.	colored light seen to west moving north, varied intensity and color (165)
4-13-97	SEDALIA, MO.	at night, light seen to west, streaks of light from it (166)
4-13-97	ST. LOUIS, MO.	light seen moving west to east in clouds (167)
4-13-97	STILLWATER, MN.	red and green light seen going south at night (168)
4-13-97	STROMSBURG, NB.	colored light seen at night to southwest (169)
4-13-97	WAUPACA, WI.	during evening, colored light seen moving northwest (170)
4-13-97	WINDSOR, ND.	red, white, and blue light seen going west (171)
4-14-97	ARCOLA, IL.	light passed over (172)
4-14-97	BENTON HARBOR, MI.	light seen to west going south at night, seen 1 hour (173)
4-14-97	CHAMPAIGN, IL.	at night, light to northwest going southwest (174)

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DATE:	LOCATION:	DESCRIPTION:
4-14-97	HARVEY CITY, IL.	light seen going northwest (175)
4-14-97	JETHORE, KS.	light seen at night going northwest, seen 30 minutes (176)
4-14-97	MANKATO, MN.	cloudy evening, colored lights seen to west going southwest (177)
4-14-97	MIDDLEFORK, IN.	light seen to northeast going northwest at night (178)
4-14-97	NEENAH, WI.	during evening, blue light that turned red seen to west for 30 minutes (179)
4-14-97	OSKALOOSA, IA.	red, green and white lights seen going west at night (180)
4-14-97	PERRYSVILLE, IN.	during evening, blinking light seen to west (181)
4-14-97	ST. JOSEPH, MI.	light seen going north at night (182)
4-14-97	ST. CATHERINES, MO.	at night, red, green, and white light seen to southeast (183)
4-14-97	WHEATLAND, ND.	at night, yellow light seen going northwest, turned to red and blue (184)
4-14-97	WINDOM, MN.	red light that turned green seen going northwest at night (185)
4-15-97	HOWARD-ARTESIAN, SD.	during evening, red and white light seen from train (186)
4-15-97	BECKER, MN.	light seen going north (187)
4-15-97	CADMUS, MI.	light seen at night, moving east, shot fired at it (188)
4-15-97	CARLYLE, IL.	red lights seen going northwest during the evening (189)
4-15-97	E. GRAND WORKS, MN.	red and green light passed over (190)
4-15-97	ELGIN, MN.	at night, colored light seen to west (191)
4-15-97	FT. SNELLING, SD.	red, white, and blue lights seen at night (192)
4-15-97	GREENVILLE, TX.	at night, colored lights seen to northwest going south, clear sky (193)
4-15-97	GROVE CITY, MN.	light seen to east moving northwest, during evening (194)
4-15-97	LAKOTA, ND.	colored light seen to northwest moving west-northwest (195)
4-15-97	LIMERICK, IL.	light seen to northwest during evening (196)
4-15-97	LONE ROCK, WI.	at night, colored lights seen moving northwest (197)
4-15-97	PRINCETON, IL.	light seen to northwest (198)
4-15-97	SILVER CREEK, NB.	red light seen overhead, going east (199)
4-15-97	SLEEPY EYE, MN.	at night, 3 lights in triangle form seen to northwest at 20 degrees (200)
4-15-97	ST. JOSEPH, MO.	light seen to northwest at 30 degrees, going southwest at night (201)
4-15-97	TEXARKANA, TX.	light seen to northwest at night (202)
4-15-97	TEXAS JUNCTION, IL.	white light with rear row of red lights seen going southeast to northwest (203)
4-16-97	AUSTIN, TX.	at night, light seen going west (204)
4-16-97	CANNELTON, IN.	2 colored lights seen in evening (205)
4-16-97	COLUMBUS, O.	in early morning, 2-3 red lights seen beneath clouds (206)
4-16-97	DELAVAN, IL.	during evening, light seen going northwest for 20 minutes (207)
4-16-97	GRANT PARK, IL.	2 lights seen to northwest, going northwest, at night (208)
4-16-97	GREENVILLE, IL.	colored lights seen to northwest going northwest (209)
4-16-97	JEWELLA, LA.	at night, bright light seen going west (210)
4-16-97	MANOR, TX.	light seen going south at night (211)
4-16-97	MONROE CITY, MO.	at night, bright light going southwest (212)
4-16-97	NEENAH, WI.	light seen to west during evening (213)
4-16-97	PATMOS, D.	colored light seen overhead in evening (214)
4-16-97	ST. EDWARD, NB.	in morning, light seen coming from northeast (215)
4-16-97	TEXARKANA, AK.	ball of fire to west at night (216)
4-16-97	WASHINGTON, IN.	red light, 7 ft. X 2 ft., seen to west going northwest at night (217)
4-16-97	WEST CHICAGO, IL.	changing colored light to northwest and going northwest (218)
4-17-97	BRYAN, TX.	light seen going north (219)
4-17-97	COFFEYVILLE, KS.	light seen in evening to west (220)
4-17-97	DALLAS, TX.	at night, 2 bright lights with colored lights seen going southeast (221)
4-17-97	EBENEZER, IL.	light seen to northwest going northwest at night (222)
4-17-97	MURFREESBORO, TN.	at night, light seen going northwest (223)

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DATE:	LOCATION:	DESCRIPTION:
4-17-97	SANDSTONE, MN.	light seen at night, hovered over quarry (224)
4-17-97	TOULON, IL.	light seen going northwest at night (225)
4-17-97	WINTHROP, MN.	red light changing to blue seen to southwest in evening (226)
4-18-97	ATCHISON, KS.	bright light seen at night to west (227)
4-18-97	BRYAN, TX.	at night, light seen going north (228)
4-18-97	FLORENCE, CO.	light seen going south (229)
4-18-97	GUTHRIE, OK.	glaring light to west-northwest at night for 30 minutes (230)
4-18-97	MOUNDSVILLE, WV.	light seen to east during the evening (231)
4-18-97	PAKUCAH, KY.	at night, light seen to northwest (232)
4-18-97	PRINCETON, KY.	light seen going to west, at night, letter found (234)
4-18-97	SHATTUC, IL.	during evening, light seen going northwest (235)
4-18-97	ST. CHARLES, IL.	light seen from train at night (236)
4-18-97	STUART, NB.	red, white, and blue lights seen overhead at night, going southwest (237)
4-18-97	SWEETSER, IN.	light seen going southwest at night (238)
4-19-97	BLANDINSVILLE, IL.	colored lights seen at night (239)
4-19-97	DUSHING, OK.	at night, light seen to north going west (240)
4-19-97	HARRISVILLE, MI.	red, green, and white lights seen at night (241)
4-19-97	LINTONVILLE, MN.	light seen at night to north going west (242)
4-19-97	TEXARKANA, TX.	light seen at night for hours (243)
4-20-97	BUFFALO, MN.	light seen going southwest in evening (244)
4-20-97	HANDOVER, MN.	during evening, light seen going southwest (245)
4-20-97	HAVANA, IL.	moving light seen at night (246)
4-20-97	HEBRON, NB.	at night, light seen to west going north (247)
4-20-97	HUBBLE, KS.	at night, light seen to west going north (248)
4-20-97	WAHOO, NB.	light seen to southwest during evening (249)
4-21-97	CLEVELAND, O.	in evening, light seen to west, had 2 comet tails, 1 above other (250)
4-21-97	FORT WAYNE, IN.	colored light going northwest seen in evening (251)
4-21-97	BLOOMINGTON, NB.	at night, light seen going northwest (252)
4-21-97	CARROTHERS, O.	light seen to southeast in the evening (253)
4-21-97	OPELOUSAS, LA.	light seen going west (254)
4-22-97	STRUBLE, KS.	large light near horizon in evening, changed colors (255)
4-22-97	ALEXANDRIA, MN.	at night, light seen to west (256)
4-22-97	NEAR LOGANSPORT, IN.	red and white light seen to west in evening (257)
4-22-97	PLANKINTON, SD.	during evening, light seen going south (258)
4-23-97	TERRA ALTA, WV.	light passed over in evening (259).
4-23-97	DELVAN, IL.	red and green lights seen going northwest in evening (260)
4-23-97	GRANT PARK, IL.	light seen to northwest going north at night (261)
4-23-97	LONG PRAIRIE, MN.	colored light seen going southwest at night (262)
4-23-97	WASHINGTON, IN.	red light, 3 ft. X 1 ft., seen going northwest (263)
4-24-97	CAPE MAY, NJ.	during evening, ball of fire seen going south (264)
4-24-97	RHENOVER, IL.	at night, bright light seen to northwest going northwest (265)
4-25-97	BELLE PLAIN, KS.	bright light seen to northeast in evening (266)
4-25-97	CHANUTE, KS.	at night, large red light seen to northeast going southwest (267)
4-25-97	MORAN, IN.	bright light seen going northwest (268)
4-28-97	CONROE, TX.	light seen going southwest (269)
4-28-97	GLENVILLE, O.	during evening, bright light seen going northwest (270)
4-29-97	ELYRIA, O.	in early morning, light passed over (271)
4-29-97	MALTA, CO.	in early morning, red light seen to south going west (272)
4-29-97	WASHBURN, WI.	light seen at night (273)
4-97	BERRIEN SPRINGS, MI.	light seen for 10 nights (274)
4-97	BRainerd, MN.	light seen to east (275)
4-97	BUTLER, MO.	light seen for several nights moving southeast to northwest (276)
4-97	CABLE, IL.	light seen to northwest (277)

DATE:	LOCATION:	DESCRIPTION:
4-97	CASSVILLE, WI.	light seen to northwest (278)
4-97	CLAY CENTER, NB.	light seen to west moving south to north (279)
4-97	FT. ATKINSON, WI.	white light and red light seen, 50 ft. apart (280)
4-97	GALVA, KS.	light seen several evenings to northwest (281)
4-97	GILMER, IL. (282)	light with red and green seen to southeast going northwest in evening
4-97	HORTON, KS.	light seen to northwest for several hours for several evenings (283)
4-97	HUMBOLDT, IA.	light seen to east moving north (284)
4-97	MACKFORD, WI.	colored light seen going north (285)
4-97	MILLBROOK, IL.	for 1 hour, colored light seen to north going east to west (286)
4-97	MORDOCCO, IN.	at night, 2 lights seen to northwest for 30 minutes (287)
4-97	ORTONVILLE, MN.	red and green lights seen to west (288)
4-97	OXFORD, NB.	light seen to northwest going northwest (289)
4-97	SHELBYVILLE, IN.	light seen going west (290)
4-97	SPEARFISH, AR.	3 lights seen to west going east (291)
4-97	ST. BONIFACEUS, MN.	light seen for several nights (292)
4-97	STILLMAN VALLEY, IL.	light seen going northeast (293)
4-97	WATERVILET, MI.	light seen going northwest (294)
4-97	YPSILANTI, MI.	red and green lights, 30 feet apart seen going southwest (295)
4/5-97	BROOKLAND, AK.	3 lights seen (296)
4/5-97	CALDWELL, O.	light seen to east (297)
5-2-97	EMMETT, KS.	light seen at night to west going northwest (298)
5-2-97	HENDRICKSON, MO.	during evening, light seen going west (299)
5-5-97	BURTRUM, MN.	light seen going southwest in evening for 25 minutes (300)
5-17-97	CORDELE, GA.	at dawn, light seen that illuminated area (301)
5-97	PETROS, TN.	bright light seen, 1/2 mile up (302)

QUESTION OF EVALUATION:

- DATE: LOCATION: REPORT:
- 10-31-96 SAN FRANCISCO, CA. At dawn, a resident saw a large dark mass 100 yards away. (1)
- 11-17-96 SAN FRANCISCO, CA. A trolley worker saw a cigar shaped object with a dark wall above it. (2)
- 11-20-96 TAGUS, CA. At 1300, 2 people saw an object like a canvas sheet spread out. It was going northwest at 2000 feet altitude. (3)
- 11-22-96 FRUITVALE, CA. During the afternoon, many saw an airship with a headlight and several smaller lights. (4)
- 11-22-96 SACRAMENTO, CA. A dark, misty object was seen to pass over going northwest by 2 people. (5)
- 3-24-97 SEDGEWICK, KS. At 2000, many saw a bar of light going east. It was narrow at the top and gradually widened as it extended toward the earth. The sky was cloudless. (6)
- 3-24-97 SEDGEWICK, KS. The object that was seen at 2000 reappeared at 2100. It was now going southeast to southwest. (7)
- 4-7-97 GOODLAND, KS. A few saw the airship pass over at 2230. It was going west and was seen for 2-4 minutes. The weather was cloudy and a light mist of rain was falling. (8)
- 4-9-97 KIDWA, KS. A 20 foot long and 10 foot wide object was seen by a few people at 2200. It was encircled with 12-15 brilliant lights. There were red lights on the port side and green on the starboard. It then took the form of a cross and flamed out, at rare intervals, mathematic symbols. It was going to the southwest at 1/4 mile altitude. (9)
- 4-9-97 OSHKOSH, WI. At 2000, a cigar shaped with the center lower than both ends. It was seen by a few people to the west at 2-3 miles altitude. It had red lights on the port and green on the starboard. It took the form of a cross and flamed out, at rare intervals, mathematic symbols. (10)
- 4-9-97 PRAIRIE HILLS, KS. A 12 inch long airship was seen by a few people between 2200 and 2300. It was very high and going southwest to northeast. (11)
- 4-11-97 BLOOMINGTON, IL. At 1215, a few people saw a flat, yellow, rectangular object like a big piece of canvas. It was near the zenith, very high, and going slowly to the northeast. (12)
- 4-12-97 ENNIS, TX. While watching the moon and a star that were visible at noon, a few saw a dark object. (13)
- 4-13-97 ABILINE, KS. A large oval ball of fire with a projection on top was seen by a few at 0300. It was in the west and moving rapidly to the west. (14)
- 4-13-97 WABISDA, MN. During the evening, a large star was seen to pass over. It caused the sky to become pink. (15)
- 4-16-97 RICHMOND, IN. A few people saw the airship at night. It was said to have landed. (16)
- 4-16-97 SLEEPY EYE, MN. A resident saw the airship and it made a whirring sound. (17)
- 4-19-97 DELAWARE, O. The airship was seen to pass over at 0400. (18)



- 4-19-97 GALVESTON, TX. A resident saw the airship pass over. It moved slowly and made a buzzing sound. (19)
- 4-19-97 MILAN, IN. During the afternoon, an operator saw the airship. It was circling and going west. (20)
- 4-19-97 OSGOOD, IN. A cigar shaped airship was seen. They had recieved word from Milan that it was headed toward Osgood. (21)
- 4-19-97 RUE, TX. The airship was seen for 4-6 minutes during the morning. It was to the south and going east rapidly. (22)
- 4-19-97 SAGINAW, MI. Between 2000 and 2100, the airship was seen to pass over. It was going north rapidly. (23)
- 4-19-97 SALINE, MI. During the afternoon, several heard an explosion and saw a large dark object. It was high and going west rapidly.
- 4-19-97 SWEDENBORD, NJ. A few people saw a great ball of fire at night. It was to the north and moving slowly to the west. It passed over at tree-top level. (25)
- 4-20-97 ELWOOD, IN. Between 1900 and 2000, a few saw the airship. It had 3 lights and one of the fetters dropped. (26)
- 4-20-97 HUTCHISON, KS. The airship was seen to land at 0400 by a few residents. (27)
- 4-20-97 LOUISVILLE, KY. A dull red pillar of fire was seen at 2400 for 5 minutes. It was 2 1/2 feet wide, 20 feet long, and stood in a perpendicular position. There was no motion to it and it gradually faded away. The witnesses said they could see through it. (28)
- 4-20-97 RICH POND, KY. During the night, a resident saw a well lighted airship, 300 feet up. (29)
- 4-21-97 ASHLAND, O. For 25 minutes, between 2000 and 2100, many saw a vertical line of light to the south at 40 degrees elevation. It was reddish, several hundred feet long, a beam in front, and a luminous vapor behind. It was moving west. (30)
- 4-21-97 ATLANTIC, IA. A heavy black cloud that was dimly illuminated was seen at night. It was 3 times as long as it was wide, and its height was 1/2 of its width. It made a rumbling sound. It was to the northwest and moved southwest slowly. (31)
- 4-21-97 TERRE HAUTE, IN. During the night, a few saw the airship which was pointed at both ends. (32)
- 4-21-97 THIBODEAUX, LA. A resident saw the airship pass over at 0300. (33)
- 4-21-97 YOUNGSTOWN, O. An airship like a giant centipede with revolving sails was seen at night by a resident. He heard voices that sounded like thunder. (34)
- 4-21-97 ASHLAND, NB. At 0430, a very large airship was seen to hover over a house for 30 minutes. It was 100 feet up and left west. (35)
- 4-22-97 GIRARDSVILLE, PA. An object that was oblong, 3 feet long, and 1 foot wide was seen for 2 hours, beginning at 2030. It narrowed towards the center where it was only 2 inches thick. It had a

dark streak around it. Near the lower end, a short arm projected obliquely from it and a light was behind this. (36)

4-22-97 JIMES, O. During the afternoon, the airship was seen to pass over. It was very high and was going to the southeast. (37)

4-22-97 YORK HILL, O. The airship was seen to pass over at night by a few residents. (38)

4-97 LEO, WI. Between 2200 and 2300, a bright light was seen to emerge from the river. It was the size of a hen's egg and made a whizzing sound. It moved in a zigzag path, 10 feet above the ground. (39)



4-97 KOSHKONONG, WI. A bright light was seen and it moved as if looking for something. (40)

4-97 NASHVILLE, TN. A resident saw the airship directly overhead. He heard a sound at his side and found a red satin slipper that apparently fell from the airship. (41)



4/5-97 HUNTINGDON, TN. Several people reported a small light that followed them. Once it got to 12 feet of them, but always kept out of reach. (42)

5-1-97 LAKE GEORGE, FL. A few people saw a 50 foot long airship pass over going south. (43)



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119. Nauvoo (Il) Rustler, April 20, 1897
120. Staples (Mn) World, April 22, 1897
121. Mauston (Wi) Juneau County Chronicle, April 15, 1897
122. Greene (Ia) Iowa Recorder, April 20, 1897
123. Buffalo (NY) Express, April 30, 1897
124. La Grange (In) Standard, April 22, 1897
125. Scandia (Ks) Journal, April 15, 1897
126. Pittsburg (Ks) Headlight, April 19, 1897
127. New Haven (In) News, May 6, 1897
128. Monticello (In) Herald, May 6, 1897
129. Sioux Falls (SD) Argus Leader, April 26, 1897
130. Superior (Nb) Daily Journal, April 20, 1897
131. Pender (Nb) Thurston Republic, April 23, 1897
132. Sidney (Nb) People's Pioneer, May 15, 1897

KNOWN KITE HOAXES:

1. San Francisco (Ca) Examiner, November 24, 1896
2. San Francisco (Ca) Chronicle, November 27, 1896
3. Chicago (Il) Tribune, December 7, 1896
4. Kennard (Nb) Enterprise, February 20, 1897
5. Larned (Ks) Eagle Optic, April 9, 1897
6. Leona (Ks) Donaphin County Hustler, April 9, 1897
7. Muscatine (Ia) Daily News Tribune, April 3, 1897
8. Monticello (Il) Piatt County Republican, April 8, 1897
9. Denver (Co) Republican, April 8, 1897
10. Waterloo (Ia) Daily Reporter, April 12, 1897
11. Ibid
12. Milwaukee (Wi) Sentinel, April 12, 1897
13. Marshalltown (Ia) Evening Times Republican, April 12, 1897
14. Ossawatimie (Ks) Graphic, April 16, 1897
15. Red Cloud (Nb) Webster County Argus, April 16, 1897
16. Bushnell (Il) Record, April 16, 1897
17. Denver (Co) Republican, April 17, 1897
18. Hirkville (Mo) Journal, April 16, 1897
19. Brodhead (Wi) Busy Citizen, April 15, 1897
20. Taylorville (Il) Breeze, April 14, 1897
21. Junction City (Ks) Weekly Tribune, April 18, 1897

22. Monmouth (Il) Review, April 14, 1897
23. Rolfe (Ia) Revielle, April 15, 1897
24. Sheboygan (Wi) Telegram, April 15, 1897
25. Sioux City (Ia) Journal, April 17, 1897
26. Iron Mountain (Mi) Daily Tribune, April 16, 1897
27. Memphis (Tn) Commercial Appeal, April 24, 1897
28. Muncie (In) Times, April 19, 1897
29. Lake Mills (Ia) Graphic, April 21, 1897
30. Shickley (Nb) Herald, April 23, 1897
31. Oklahoma City (Ok) Daily Oklahoman, April 21, 1897
32. Corydon (Ia) Times Republican, April 29, 1897
33. Rockville (In) Parke County Journal, April 23, 1897
34. Audubon (Ia) Republican, April 22, 1897
35. Galesburg (Il) Weekly Mail, April 22, 1897
36. Allegan (Mi) Gazette, April 24, 1897
37. Bucyrus (O) Evening Telegram, April 22, 1897
38. Benton Harbor (Mi) Evening News, April 22, 1897
39. Washington (DC) Post, May 2, 1897
40. St. Joseph (Mo) Gazette, April 24, 1897
41. Miles City (Mt) Weekly Yellowstone Journal, April 24, 1897
42. Carthage (Mo) Press, April 29, 1897
43. Richmond (In) Evening Item, April 29, 1897
44. Coppersville (Mi) Observer, May 1, 1897
45. Lynchburg (Va) News, May 5, 1897
46. Cleveland (O) Leader, May 8, 1897
47. Parkersburg (WV) Daily State Journal, April 23, 1897
48. Hankinson (ND) News, undated April 1897 issue
49. Atlanta (Ga) Constitution, April 5, 1897
50. Tipton (Ia) Advertiser, April 22, 1897
51. Jewell City (Ks) Jewell County Republican, April 2, 1897
52. Santa Fe (Ks) Trail, April 15, 1897
53. Sarcusky (O) Register, April 23, 1897
54. Rushville (In) Twice a Week Republican, April 20, 1897
55. Warsaw (In) Northern Indianian, May 6, 1897
56. Milton (Ia) Herald, April 21, 1897
57. Rushville (Il) Times, April 29, 1897
58. Decatur (Mi) Republican, April 29, 1897
59. Ottumwa (Ia) Courier, April 15, 1897
60. Tyler (Kn) Journal, April 30, 1897
61. Edgar (Nb) Post, April 2, 1897
62. Edwardsville (Il) Intelligencer, April 29, 1897
63. Siqorney (Ia) News, April 22, 1897
64. Lincoln (Nb) Nebraska State Journal, May 15, 1897

KNOWN MISIDENTIFICATIONS OF VENUS:

1. San Francisco (Ca) Chronicle, November 25, 1896
2. San Francisco (Ca) Examiner, November 26, 1896
3. Petaluma (Ca) Courier, November 27, 1896
4. San Francisco (Ca) Examiner, November 26, 1896
5. Winnemucca (Nv) Silver State, December 10, 1896
6. Beatrice (Nb) Weekly Express, February 25, 1897
7. Sioux City (Ia) Journal, March 24, 1897
8. Topeka (Ks) State Journal, March 29, 1897

9. Kansas City (Mo) Journal, April 3, 1897
10. Leavenworth (Ks) Standard, April 3, 1897
11. Clinton (Mo) Democrat, April 5, 1897
12. Kansas City (Mo) Journal, April 9, 1897
13. St. Johns (Ks) Weekly News, April 16, 1897
14. Collins (Ia) Clipper, April 15, 1897
15. Wausau (Wi) Semi Weekly Record, April 13, 1897
16. Newton (Ia) Herald, April 16, 1897
17. Ibid
18. Williamsburg (Ia) Journal, April 16, 1897
19. Sterling (Il) Gazette, April 12, 1897
20. Webster City (Ia) Freeman, April 14, 1897
21. Moline (Il) Mail, April 13, 1897
22. Maquoketa (Ia) Sentinel, April 13, 1897
23. Dickinson (ND) Press, April 17, 1897
24. Bushnell (Il) Record, April 16, 1897
25. St. Louis (Mo) Globe Democrat, April 13, 1897
26. Monmouth (Il) Review, April 13, 1897
27. Fairfield (Il) Journal, April 14, 1897
28. New Ulm (Mn) News, April 17, 1897
29. Clinton (Ia) Age, April 13, 1897
30. Carrollton (Il) Patriot, April 16, 1897
31. Ibid
32. Hoberly (Mo) Daily Monitor, April 16, 1897
33. Cresco (Ia) Howard County Times, April 21, 1897
34. Marshalltown (Ia) Times Republican, April 17, 1897
35. Paducah (Ky) News Democrat, April 19, 1897
36. Salisbury (Mo) Press Spectator, April 23, 1897
37. Coffeyville (Ks) Weekly Journal, April 23, 1897
38. Camp Point (Il) Journal, April 21, 1897
39. Atchison (Ks) Globe, April 28, 1897
40. Ottawa (Ks) Journal & Triumph, April 8, 1897

#### APPENDIX D

#### AIRSHIP REPORTS:

1. Loren E. Gross, "The UFO Wave of 1896" (Privately Published, 1974), page 3
2. Sacramento (Ca) Bee, November 23, 1896
3. Ibid
4. San Francisco (Ca) Examiner, November 23, 1896
5. Oakland (Ca) Times, November 24, 1896
6. San Francisco (Ca) Chronicle, November 23, 1896
7. Loren E. Gross, "The UFO Wave of 1896" (Privately Published, 1974), page 7
8. Sacramento (Ca) Bee, November 23, 1896
9. San Francisco (Ca) Call, November 27, 1896
10. San Francisco (Ca) Call, November 26, 1896
11. Los Angeles (Ca) Record, November 26, 1896
12. San Francisco (Ca) Call, November 26, 1896
13. Gordon Lore and Harold Deneault, Jr., "Mysteries of the Skies" (Englewood Cliffs, N.J., Prentice-Hall, Inc., 1968)
14. Monterey (Ca) Cypress, November 28, 1896
15. Sacramento (Ca) Bee, November 27, 1896
16. Eureka (Ca) Standard, November 30, 1896
17. Ferndale (Ca) Enterprise, December 4, 1896

18. Fresno (Ca) Semi Weekly Expositor, November 30, 1896
19. Visalia (Ca) Weekly Delta, December 3, 1896
20. Gordon Lore and Harold Deneault, Jr., "Mysteries of the Skies" (Englewood Cliffs, N.J., Prentice-Hall, Inc., 1968)
21. Bakersfield (Ca) Daily Californian, December 3, 1896
22. Brass Valley (Ca) Morning Union, December 6, 1896
23. Ferndale (Ca) Enterprise, December 4, 1896
24. Monterey (Ca) Cypress, December 12, 1896
25. Carson City (Nv) Morning Appeal, December 11, 1896
26. Dolfax (Ca) Sentinel, December 24, 1896
27. Reno (Nv) Gazette, December 17, 1896
28. Juniata (Nb) Herald, February 10, 1897
29. Orangeville (Il) Courier, April 19, 1897
30. Wymore (Nb) Arbor State, March 5, 1897
31. Omaha (Nb) Bee, February 28, 1897
32. Alma (Ks) Signal, February 27, 1897
33. Turon (Ks) Press, February 11, 1897
34. Fall City (Nb) Journal, February 12, 1897
35. Broken Bow (Nb) Custer County Beacon, March 11, 1897
36. Oskaloosa (Ks) Times, April 2, 1897
37. Larned (Ks) Eagle Optic, April 2, 1897
38. Donald H. Menzel, "Flying Saucers", (Cambridge, Mass., Harvard University Press, 1953)
39. Port Huron (Mi) Daily Times, April 7, 1897
40. Doniphan (Nb) Index, March 13, 1897
41. Bloomington (Nb) Echo, March 12, 1897
42. California (Mo) Dispatch, April 8, 1897
43. Washington (Ks) Post Register, April 9, 1897
44. California (Mo) Dispatch, April 8, 1897
45. Herington (Ks) Times, April 8, 1897
46. Elkhorn (Wi) Independent, April 15, 1897
47. Minneapolis (Mn) Journal, April 13, 1897
48. Cresco (Nb) Courier, April 17, 1897
49. Eddyville (Ia) Tribune, April 16, 1897
50. Oskaloosa (Ia) Saturday Globe, April 17, 1897
51. Greene (Ia) Iowa Recorder, April 13, 1897
52. Clinton (Ia) Morning Age, April 11, 1897
53. Joliet (Il) News, April 10, 1897
54. Cincinnati (O) Enquirer, April 15, 1897
55. Burlington (Ia) Hawk-eye, April 10, 1897
56. Sac City (Ia) Sac Sun, April 15, 1897
57. Fort Dodge (Ia) Evening Messenger, April 16, 1897
58. Marshalltown (Ia) Times Republican, April 10, 1897
59. Byron (Il) Express, April 16, 1897
60. Chicago (Il) Tribune, April 10, 1897
61. Morris (Il) Herald, April 10, 1897
62. Janesville (Wi) Gazette, April 14, 1897
63. Berlin (Wi) Herald, April 11, 1897
64. Fort Atkinson (Wi) Jefferson County Union, April 16, 1897
65. El Dora (Ia) Ledger, April 15, 1897
66. Renwick (Ia) Times, April 16, 1897
67. Marshalltown (Ia) Times Republican, April 10, 1897
68. Marshalltown (Ia) Times Republican, April 13, 1897
69. Berlin (Wi) Journal, April 10, 1897
70. Omaha (Nb) Bee, April 11, 1897

71. Rock Island (Il) Union, April 11, 1897
72. Crown Point (In) Lake County Star, April 16, 1897
73. Mt. Ayr (Ia) Journal, April 15, 1897
74. Burlington (Ia) Hawk-eye, April 11, 1897
75. Minneapolis (Mn) Tribune, April 11, 1897
76. Ottumwa (Ia) Democrat, April 14, 1897
77. Ibid
78. Dixon (Il) Telegraph, April 16, 1897
79. Fort Dodge (Ia) Evening Messenger, April 16, 1897
80. Lansing (Ia) Mirror, April 16, 1897
81. Rockford (Il) Republic, April 12, 1897
82. Freeport (Il) Journal, April 12, 1897
83. Hampshire (Il) Register, April 15, 1897
84. Berlin (Wi) Journal, April 11, 1897
85. Jefferson (O) Ashtubula Sentinel, April 22, 1897
86. Benton Harbor (Mi) Evening Press, April 12, 1897
87. Streator (Il) Free Press, April 12, 1897
88. El Dora (Ia) Ledger, April 15, 1897
89. Marshalltown (Ia) Times Republican, April 13, 1897
90. Amboy (Il) News, April 16, 1897
91. Anoka (Mn) Herald, April 16, 1897
92. Marshalltown (Ia) Times Republican, April 13, 1897
93. Ibid
94. Chicago (Il) Tribune, April 12, 1897
95. Minneapolis (Mn) Times, April 14, 1897
96. Harvard (Il) Herald, April 16, 1897
97. Detroit (Mi) Evening News, April 15, 1897
98. Rising Sun (In) Local, April 17, 1897
99. Dixon (Il) Telegraph, April 16, 1897
100. Northfield (Mn) News, April 17, 1897
101. Minneapolis (Mn) News, April 17, 1897
102. Chicago (Il) Tribune, April 12, 1897
103. Tuscola (Il) Journal, April 17, 1897
104. Libertyville (Il) Lake County Independent, April 16, 1897
105. Lansing (Ia) Mirror, April 16, 1897
106. Chicago (Il) Times Herald, April 15, 1897
107. La Grange (In) Standard, April 15, 1897
108. Aurora (Il) Beacon, April 12, 1897
109. Superior (Wi) Evening Telegram, April 12, 1897
110. Des Moines (Ia) Leader, April 13, 1897
111. Detroit (Mi) Journal, April 13, 1897
112. Galena (Il) Gazette, April 15, 1897
113. Hayward (Wi) Republican, April 15, 1897
114. Kenosha (Wi) Evening News, April 13, 1897
115. Camp Point (Il) Journal, April 14, 1897
116. Golden (Il) New Era, April 17, 1897
117. Astoria (Il) Searchlight, April 15, 1897
118. Angola (In) Steuben Republican, April 14, 1897
119. Ibid
120. Ibid
121. Stockton (Il) Herald, April 15, 1897
122. Superior (Wi) Evening Telegram, April 13, 1897
123. Martin (In) Mail, April 16, 1897
124. Sanborn (Ia) Pioneer, April 15, 1897

125. Madison (Wi) Democrat, April 14, 1897
126. Waterville (Mn) Gazette, April 14, 1897
127. Apollonia (Wi) Weekly Budget, April 16, 1897
128. Lambertton (Mn) Star, April 16, 1897
129. Hastings (Mn) Democrat, April 15, 1897
130. La Cygne (Ks) Weekly Journal, April 16, 1897
131. Apollonia (Wi) Weekly Budget, April 16, 1897
132. Hillsboro (Wi) Sentry, April 15, 1897
133. Eau Claire (Wi) Telegram, April 14, 1897
134. Woodward (Ok) News, April 16, 1897
135. Carthage (Mo) Press, April 22, 1897
136. Hankinson (ND) News, April 15, 1897
137. Warsaw (Il) Bulletin, April 16, 1897
138. Madison (Wi) Weekly Madisonian, April 16, 1897
139. Brookings (SD) County Press, April 15, 1897
140. Ibid
141. Waterville (Mn) Gazette, April 14, 1897
142. Clara City (Mn) Chippewa County Herald, April 16, 1897
143. Kanton (O) News Republican, April 15, 1897
144. Grand Forks (ND) Herald, April 15, 1897
145. Fort Wayne (In) Morning Journal, April 14, 1897
146. Minneapolis (Mn) Times, April 15, 1897
147. Ibid
148. Paducah (Ky) Daily News, April 17, 1897
149. Ashland (O) Times, May 3, 1897
150. Lu Verne (Mn) Rock County News, April 22, 1897
151. Ada (Mn) Norman County Index, April 16, 1897
152. Texarkana (Ak) Texarkanian, April 16, 1897
153. Glenwood (Wi) Tribune, April 16, 1897
154. Grand Forks (ND) Herald, April 15, 1897
155. La Grange (In) Standard, April 22, 1897
156. Ottumwa (Ia) Courier, April 15, 1897
157. Sleepy Eye (Mn) Dispatch, April 22, 1897
158. Aledo (Il) Times Record, April 15, 1897
159. Nevada (Ia) Representative, April 21, 1897
160. Paris (Mo) Mercury, April 16, 1897
161. Baxter Springs (Ks) News, April 17, 1897
162. Belleville (Wi) Sugar River Recorder, April 16, 1897
163. Grand Forks (ND) Plaindealer, April 16, 1897
164. Mt. Olive (Il) Herald, April 17, 1897
165. Carver (Mn) Free Press, April 22, 1897
166. Niagara Falls (NY) Cataract, April 16, 1897
167. Spring Green (Wi) Home News, April 22, 1897
168. New Richmond (Wi) Saint Croix Republican, April 22, 1897
169. Omaha (Nb) Bee, April 17, 1897
170. El Paso (Tx) Times, April 18, 1897
171. Kalamazoo (Mi) Gazette, April 16, 1897
172. Detroit (Mi) Evening News, April 16, 1897
173. Stanford (Ky) Interior Journal, April 16, 1897
174. Sleepy Eye (Mn) Dispatch, April 22, 1897
175. Bloomington (Il) Pantagraph, April 17, 1897
176. Chicago (Il) Times Herald, April 17, 1897
177. Hamilton (Mo) Farmer's Advocate, April 21, 1897
178. Columbus (O) Evening Press, April 17, 1897



179. Sycamore City (Il) Weekly, April 22, 1897
180. Dekalb (Il) Evening Chronicle, April 17, 1897
181. Gibson City (Il) Courier, April 23, 1897
182. Chaska (Mn) Weekly Valley Herald, April 22, 1897
183. Dallas (Tx) Morning News, April 20, 1897
184. Caldwell (O) Journal, April 22, 1897
185. Moline (Il) Reporter, April 30, 1897
186. Marion (In) Grant County News, April 23, 1897
187. Delavan (Mn) Herald, April 23, 1897
188. Herman (Mn) Enterprise, April 22, 1897
189. Humboldt (Ia) County Independent, April 22, 1897
190. Charlotte (NC) Micklenburg Times, April 23, 1897
191. Darlington (Wi) Democrat, April 22, 1897
192. Libertyville (Il) Lake County Independent, April 23, 1897
193. Aledo (Il) Democrat, April 20, 1897
194. Nashville (Tn) Banner, April 17, 1897
195. Dallas (Tx) Morning News, April 19, 1897
196. Hamilton (Mo) Farmers Advocate, April 21, 1897
197. Cincinnati (O) Enquirer, April 19, 1897
198. Dallas (Tx) Morning News, April 19, 1897
199. Fort Huron (Mi) Daily Times, April 20, 1897
200. Ligonier (In) Banner, April 22, 1897
201. Fennimore (Wi) Times, April 21, 1897
202. Dallas (Tx) Morning News, April 18, 1897
203. Dixon (Il) Telegraph, April 21, 1897
204. Fort Worth (Tx) Register, April 23, 1897
205. Fort Benton (Mt) River Press, April 21, 1897
206. Kiowa (Ks) Review, April 21, 1897
207. Wetmore (Ks) Nemaha County Spectator, April 23, 1897
208. Walker (Ia) News, April 23, 1897
209. Osgood (In) Journal, April 24, 1897
210. Carrollton (Mo) Daily Democrat, April 19, 1897
211. Dixon (Il) Telegraph, April 21, 1897
212. Princeton (Il) Bureau County Republican, April 22, 1897
213. Dallas (Tx) Morning News, April 20, 1897
214. Ibid
215. Denver (Co) Times, April 20, 1897
216. Houston (Tx) Post, April 22, 1897
217. Athens (O) Messenger Herald, April 22, 1897
218. Bolivar (In) Hardeman Free Press, April 23, 1897
219. Mankato (Mn) Review, April 20, 1897
220. Ibid
221. Akron (O) Times Democrat, April 21, 1897
222. Cincinnati (O) Commercial Tribune, April 21, 1897
223. Ibid
224. Mexico (Mo) Weekly Ledger, April 29, 1897
225. Kokomo (In) Tribune, April 23, 1897
226. Princeton (Il) Bureau County Republican, April 22, 1897
227. Fremont (Nb) Daily Tribune, April 22, 1897
228. Mansfield (O) Richland Shield and Banner, April 27, 1897
229. Elbow Lake (Mn) Grant County Herald, April 22, 1897
230. Salena (Il) Gazette, April 22, 1897
231. Ashland (O) Times, April 28, 1897
232. Elbow Lake (Mn) Grant County Herald, April 22, 1897

233. Detroit (Mi) Evening News, April 22, 1897
234. Yonkers (NY) Herald, May 1, 1897
235. Lynchburg (Va) News, May 2, 1897
236. Las Vegas (NM) Daily Optic, April 24, 1897
237. Atchison (Ks) Globe, April 24, 1897
238. Saginaw (Mi) Courier Herald, April 27, 1897
239. Logansport (In) Reporter, April 26, 1897
240. Carlisle (Ky) Mercury, April 29, 1897
241. Dayton (O) Daily Journal, April 28, 1897
242. Saginaw (Mi) Courier Herald, April 30, 1897
243. Eureka (Ks) Gazette, April 26, 1897
244. Burr Oak (Ks) Herald, April 29, 1897
245. Sherburne (Mn) Advance, April 30, 1897
246. Miles City (Mt) Weekly Yellowstone Journal, May 1, 1897
247. Austin (Mn) Mower County Transcript, April 21, 1897
248. Omaha (Ne) Bee, April 17, 1897
249. El Reno (Ok) News, April 17, 1897
250. Raleigh (NC) Tribune, April 17, 1897
251. Alma (WV) Buffalo County Journal, April 22, 1897
252. Fullerton (Nb) Post, April 16, 1897
253. Nebraska City (Nb) News, April 20, 1897
254. El Dora (Ia) Ledger, April 15, 1897
255. Corydon (Ia) Wayne County Democrat, April 22, 1897
256. Humboldt (Ia) County Independent, April 22, 1897
257. Dubuque (Ia) Times, April 18, 1897
258. Arrow Rock (Mo) Statesman, April 30, 1897
259. Pulaski (Tn) Gile County Record, April 30, 1897
260. Pulaski (Tn) Gile County Record, April 23, 1897
261. David Michael Jacobs, "The UFO Controversy in America", (Bergenfield, N. J., New American Library, 1975) page 17
262. Nashville (Tn) Sun, April 18, 1897
263. Granite Falls (Mn) Tribune, April 20, 1897
264. Omerca (Il) Leader and Review, April 23, 1897
265. Clinton (Il) Weekly Register, April 23, 1897
266. Balvidera (Il) Standard, April 23, 1897
267. Galena (Il) Gazette, April 15, 1897
268. Streator (Il) Free Press, April 15, 1897
269. Mattoon (Il) Gazette, April 23, 1897
270. Marion (Il) Leader, April 22, 1897
271. Polo (Il) Ogle County Press, April 17, 1897
272. Chester (Il) Tribune, April 29, 1897
273. Peru (In) Republican, April 23, 1897
274. Waterloo (In) Press, April 15, 1897
275. Fort Smith (Ak) Daily News Record, April 28, 1897
276. Silver Cliff (Co) Rustler, April 7, 1897
277. Cambridge (O) Daily Jeffersonian, April 27, 1897
278. Canton (O) Repository, April 20, 1897
279. Gentry (Ak) Journal, April 23, 1897
280. Fayetteville (Ak) Arkansas Sentinel, April 26, 1897
281. Denver (Co) Post, April 27, 1897
282. Lisbon (ND) Free Press, April 16, 1897
283. Wahpeton (ND) North Dakota Globe, April 22, 1897
284. Cheyenne (WV) Sun Leader, April 23, 1897
285. Horton (Ks) Commercial, May 6, 1897

286. Brownstown (In) Banner, May 13, 1897
287. Owensville (Ky) Messenger, May 13, 1897
288. Lebanon (O) Western Star and Lebanon Gazette, May 13, 1897
289. Texarkana (Ark) Daily Texarkanian, May 18, 1897
290. Dickinson (ND) Press, May 8, 1897
291. Akron (O) Beacon and Republican, May 6, 1897
292. Winside (Nb) Tribune, May 13, 1897
293. Meadville (Pa) Gazette, May 7, 1897
294. Butler (Pa) Citizen, May 6, 1897
295. Valley City (ND) Times Record, May 6, 1897

MOVING LIGHT REPORTS:

1. San Francisco (Ca) Call, November 22, 1896
2. San Francisco (Ca) Examiner, November 24, 1896
3. Stockton (Ca) Daily Record, November 27, 1896
4. Alameda (Ca) Daily Argus, November 24, 1896
5. San Francisco (Ca) Call, November 22, 1896
6. San Francisco (Ca) Chronicle, November 23, 1896
7. San Francisco (Ca) Examiner, November 23, 1896
8. San Francisco (Ca) Chronicle, November 24, 1896
9. Loren E. Gross, "The UFO Wave of 1896" (Privately Published, 1974), page 9
10. Ibid
11. San Francisco (Ca) Call, November 25, 1896
12. San Francisco (Ca) Chronicle, November 23, 1896
13. San Francisco (Ca) Call, November 29, 1896
14. Donald H. Menzel, "Flying Saucers", (Cambridge, Mass., Harvard University Press, 1953)
15. Grass Valley (Ca) Morning Union, November 26, 1896
16. San Francisco (Ca) Call, November 29, 1896
17. San Francisco (Ca) Call, November 27, 1896
18. Loren E. Gross, "The UFO Wave of 1896" (Privately Published, 1974), page 23
19. Loren E. Gross, "The UFO Wave of 1896" (Privately Published, 1974), page 24-5
20. Marysville (Ca) Daily Appeal, December 4, 1896
21. Santa Rosa (Ca) Press Democrat, May 28, 1978
22. Reno (Nv) Gazette, December 5, 1896
23. Visalia (Ca) Tulare County Times, December 10, 1896
24. Albany (Or) State Rights Democrat, December 11, 1896
25. Antioch (Ca) Ledger, December 12, 1896
26. St. Louis (Mo) Star, April 13, 1897
27. Kearney (Nb) Daily Hub, March 15, 1897
28. Fond du Lac (Wi) Commonwealth, March 25, 1897
29. Stockton (Ks) Rooks County Record, April 2, 1897
30. Chicago (Ill) Tribune, March 29, 1897
31. Ibid
32. Ibid
33. Junction City (Ks) Union, April 2, 1897
34. Stockton (Ks) Rooks County Record, April 2, 1897
35. Belleplaine (Ks) News, April 1, 1897
36. Hillsdale (Mi) Standard, April 6, 1897
37. Kearney (Nb) Daily Hub, March 15, 1897
38. Harlan (Ia) Tribune, April 14, 1897
39. New Orleans (La) Time Picayune, April 21, 1897
40. Hays City (Ks) Republican, April 10, 1897
41. Ottawa (Ks) Daily Republican, April 6, 1897

42. Sparta (Il) Plaindealer, April 16, 1897
43. Marshalltown (Ia) Times Republican, April 10, 1897
44. Dekalb (Il) Evening Chronicle, April 10, 1897
45. Clinton (Ia) Morning Age, April 11, 1897
46. Chesterton (In) Westchester Tribune, April 17, 1897
47. Arcadia (Wi) Leader, April 15, 1897
48. Houghton (Mi) Portage Lake Mining Gazette, April 15, 1897
49. Cambridge (Ia) Chronicle, April 15, 1897
50. Rock Island (Il) Argus
51. Hankinson (ND) News, April 13, 1897
52. Saginaw (Mi) Courier Herald, April 16, 1897
53. Akron (O) Beacon and Republican, April 16, 1897
54. Omana (Nb) Bee, April 17, 1897
55. Ibis
56. Dallas (Tx) Morning News, April 18, 1897
57. Paducah (Ky) News Democrat, April 19, 1897
58. Knoxville (Ia) Express, April 21, 1897
59. Rockford (Il) Gazette, April 20, 1897
60. Rockport (Mo) Atchison County Mail, April 23, 1897
61. Paducah (Ky) Daily News, April 24, 1897
62. Hallock (Mn) Weekly News, April 24, 1897
63. Pittsburg (Pa) Leader, April 21, 1897
64. Richmond (In) Daily Register, April 20, 1897
65. St. Louis (Mo) Post Dispatch, April 20, 1897
66. Columbus (O) Dispatch, April 21, 1897
67. Mandota (Il) Reporter, April 24, 1897
68. San Antonio (Tx) Daily Express, April 26, 1897
69. Brooklyn (NY) Daily Times, April 27, 1897
70. Phoenix (Az) Arizona Gazette, April 30, 1897
71. McArthur (O) Democrat Enquirer, May 6, 1897
72. Jackson (Ms) Clarion Ledger, May 6, 1897
73. Meadville (Pa) Gazette, May 14, 1897
74. Salica (Co) Mail Twice a Week, May 11, 1897
75. Ft. Atkinson (Wi) Jefferson County Union, May 7, 1897
76. Phillips (Wv) Bee, April 14, 1897
77. Cedar Vale (Ks) Commercial, April 16, 1897
78. Grand Traverse (Mi) Herald, April 29, 1897
79. Eddyville (Ia) Tribune, April 16, 1897
80. Brockfield (Mo) Gazette, April 24, 1897
81. Clinton (Mo) Eye, April 24, 1897
82. Logansport (In) Daily Reporter, April 17, 1897
83. Denver (Co) Rocky Mountain News, April 24, 1897
84. Junction City (Ks) Union, April 23, 1897

COLORED MOVING LIGHT REPORTS:

1. Bakersfield (Ca) Daily California, November 27, 1896
2. Ottumwa (Ia) Democrat, April 14, 1897
3. Donald H. Menzel, "Flying Saucers", (Cambridge, Mass., Harvard University Press, 1953)
4. Taylorville (Il) Breeze, April 13, 1897
5. St. Cloud (Mn) Daily Times, April 14, 1897
6. Duluth (Mn) Daily News and Tribune, April 14, 1897
7. Detroit (Mn) Record, April 15, 1897
8. Detroit (Mi) Free Press, April 16, 1897

9. Cincinnati (O) Commercial Tribune, April 16, 1897
10. Kenosha (Wi) Telegraph Courier, April 15, 1897
11. Moline (Il) Mail, April 16, 1897
12. Jamestown (ND) North Dakota Capitol, April 16, 1897
13. Benson (Mn) Swift County Monitor, April 23, 1897
14. Desmond Leslie and George Adamski, "Flying Saucers Have Landed", (New York, British Book Centre, 1953)
15. Dallas (Tx) Times Herald, April 20, 1897
16. Tecumseh (Ok) Herald, April 24, 1897
17. Silver Plume (Co) Silver Standard, May 15, 1897
18. Ibid
19. Marion (In) Chronicle, April 23, 1897
20. Hiawatha (Ks) Brown County World, April 10, 1897
21. Grand Haven (Mi) Tribune, April 16, 1897
22. Shullsburg (Wi) Pic and Gad, April 15, 1897

#### APPENDIX E:

#### BALLOONS:

1. San Andreas (Ca) Calaveras Prospect, November 21, 1896
2. Loren E. Cross, "The UFO Wave of 1896", (Published Privately, 1974) page 3
3. San Francisco (Ca) Call, November 19, 1896
4. San Francisco (Ca) Call, November 23, 1896
5. San Francisco (Ca) Call, November 22, 1896
6. San Francisco (Ca) Examiner, November 23, 1896
7. San Francisco (Ca) Examiner, November 24, 1896
8. San Francisco (Ca) Chronicle, November 24, 1896
9. Oakland (Ca) Times, November 25, 1896
10. San Francisco (Ca) Call, November 29, 1896
11. San Francisco (Ca) Call, November 30, 1896
12. Elko (Nv) Independent, December 13, 1896
13. Battle Mountain (Nv) Central Nevadian, December 10, 1896
14. Kearney (Nb) Hub, February 18, 1897
15. South Auburn (Nb) Nemaha County Herald, March 12, 1897
16. Lincoln (Nb) Nebraska State Journal, March 16, 1897
17. Chicago (Il) Tribune, March 29, 1897
18. Topeka (Ks) Capital, March 26, 1897
19. Chanute (Ks) Tribune, April 1, 1897
20. Ibid
21. Ottumwa (Ia) Courier, April 3, 1897
22. Seneca (Ks) Tribune, April 8, 1897
23. Osage City (Ks) Free Press, April 8, 1897
24. Carrollton (Mo) Daily Democrat, April 7, 1897
25. Trenton (Mo) Republican, April 10, 1897
26. Aurora (Il) Beacon, April 10, 1897
27. Freeport (Il) Weekly Journal, April 16, 1897
28. Joliet (Il) News, April 10, 1897
29. Des Moines (Ia) Iowa State Register, April 15, 1897
30. Rockford (Il) Republic, April 10, 1897
31. Ottumwa (Ia) Daily Democrat, April 11, 1897
32. Burlington (Ia) Hawk-eye, April 11, 1897
33. Salesburg (Il) Evening Mail, April 10, 1897
34. Marshalltown (Ia) Times Republican, April 12, 1897

35. Janesville (Wi) Gazette, April 14, 1897
36. Burlington (Ia) Hawk-eye, April 15, 1897
37. Quincy (Il) Whig, April 13, 1897
38. Monmouth (Il) Review, April 12, 1897
39. Marshalltown (Ia) Times Republican, April 12, 1897
40. What Cheer (Ia) Twice a Week Patriot, April 13, 1897
41. Winterset (Ia) Semi-Weekly Madisonian, April 13, 1897
42. Superior (Wi) Leader, April 13, 1897
43. New York City (NY) Herald, April 16, 1897
44. Des Moines (Ia) Daily Iowa Capital, April 13, 1897
45. Lafayette (In) Call, April 13, 1897
46. St. Paul (Mn) Pioneer Press, April 12, 1897
47. Cincinnati (O) Post, April 12, 1897
48. Kalamazoo (Mi) Gazette, April 14, 1897
49. Stevens Point (Wi) Journal, April 12, 1897
50. Columbia (SC) State, April 12, 1897
51. La Cygne (Ks) Weekly Journal, April 14, 1897
52. Minneapolis (Mn) Journal, April 14, 1897
53. Chilton (Wi) Times, April 17, 1897
54. West Branch (Ia) Times, April 15, 1897
55. Jerseyville (Il) Daily Democrat, April 15, 1897
56. Cincinnati (O) Post, April 20, 1897
57. Wyoming (Ia) Journal, April 15, 1897
58. Michigan City (In) Dispatch, April 15, 1897
59. Marshalltown (Ia) Times Republican, April 14, 1897
60. Arkansas City (Ks) Weekly Republican Traveller, April 15, 1897
61. Terre Haute (In) Evening Gazette, April 15, 1897
62. Bluffton (O) News, April 22, 1897
63. Clarksville (In) Daily Leaf Chronicle, April 16, 1897
64. Dallas (Tx) Morning News, April 18, 1897
65. Fort Wayne (In) Morning Journal, April 15, 1897
66. Detroit (Mi) Free Press, April 16, 1897
67. Cincinnati (O) Enquirer, April 15, 1897
68. Sterling (Il) Evening Gazette, April 15, 1897
69. Champaign (Il) Daily Gazette, April 16, 1897
70. Detroit (Mi) Free Press, April 16, 1897
71. Sterling (Il) Evening Gazette, April 15, 1897
72. Warsaw (Il) Bulliten, April 16, 1897
73. Astoria (Il) Searchlight, April 22, 1897
74. Adrian (Mi) Evening Telegram, April 17, 1897
75. Council Grove (Ks) Republican, April 23, 1897
76. Edina (Mo) Sentinel, April 22, 1897
77. Adrian (Mi) Evening Telegram, April 17, 1897
78. Quincy (Il) Daily Journal, April 16, 1897
79. Paducah (Ky) Sun, April 16, 1897
80. Springfield (Il) Illinois State Register, April 16, 1897
81. Paducah (Ky) Sun, April 17, 1897
82. Dallas (Tx) Morning News, April 17, 1897
83. Dallas (Tx) Morning News, April 18, 1897
84. Austin (Tx) Statesman, April 18, 1897
85. Louisville (Ky) Courier Journal, April 19, 1897
86. Dallas (Tx) Morning News, April 16, 1897
87. Nashville (Tn) Banner, April 17, 1897
88. Bloomington (Il) Pantagraph, April 17, 1897

89. Caldwell (O) Press, April 22, 1897
90. Dallas (Tx) Times Herald, April 26, 1897
91. Jasper (Al) Mountain Eagle, April 21, 1897
92. West Point (Nb) Cuming County Advertiser, April 20, 1897
93. Dallas (Tx) Times Herald, April 20, 1897
94. Ibid
95. Leavenworth (Ks) Standard, April 19, 1897
96. Barnesville (O) Enterprise, April 29, 1897
97. Houston (Tx) Post, April 24, 1897
98. Columbus (O) Sunday Press, April 25, 1897
99. Caldwell (O) Journal, April 29, 1897
100. Hillsboro (Wi) Sentry, April 29, 1897
101. Warrenton (Or) Port Oregon Tribune, April 30, 1897
102. Mt. Vernon (O) Republican, May 1, 1897
103. Baldwin (Wi) Bulletin, April 23, 1897
104. Brillion (Wi) News, April 30, 1897
105. Benton Harbor (Mi) Palladium, April 13, 1897
106. Vancouver (BC, Canada) News Advertiser, May 11, 1897
107. Winamac (In) Democrat Journal, April 30, 1897
108. Brockfield (Mo) Gazette, April 24, 1897
109. Winnipeg (Can) Manitoba Free Press, May 3, 1897
110. Buffalo (Ks) Advocate, May 7, 1897
111. Cleveland (O) Leader, May 5, 1897
112. New Haven (Ct) Evening Register, May 6, 1897
113. Cleveland (O) Leader, May 7, 1897
114. Louisville (Ky) Courier Journal, May 11, 1897
115. Atlanta (Ga) Journal, May 15, 1897

KITES:

1. Juniata (Nb) Herald, February 10, 1897
2. Eureka (Ca) Western Watchman, November 21, 1896
3. San Francisco (Ca) Examiner, November 23, 1896
4. San Francisco (Ca) Chronicle, November 22, 1896
5. San Francisco (Ca) Call, November 24, 1896
6. Donald H. Menzel, "Flying Saucers", (Cambridge, Mass., Harvard University Press, 1950)
7. Omaha (Nb) Bee, February 2, 1897
8. Omaha (Nb) Bee, February 6, 1897
9. York (Nb) Times, February 8, 1897
10. Juniata (Nb) Herald, February 10, 1897
11. Omaha (Nb) World Herald, February 25, 1897
12. Lincoln (Nb) Nebraska State Journal, February 26, 1897
13. Grand Island (Nb) Independent, February 26, 1897
14. Hastings (Nb) Tribune, March 5, 1897
15. Wymore (Nb) Arbor State, March 5, 1897
16. Omaha (Nb) Bee, February 23, 1897
17. Steinauer (Nb) Star, March 5, 1897
18. Stevensville (Mt) Ravalli Republican, March 31, 1897
19. Chicago (Il) Times Herald, April 8, 1897
20. Cedar Rapids (Ia) Republican, April 10, 1897
21. Atchison (Ks) Globe, April 9, 1897
22. Monticello (Il) Piatt County Republican, April 15, 1897
23. Clarinda (Ia) Page County Democrat, April 15, 1897
24. La Crosse (Wi) Daily Press, April 12, 1897

25. Burlington (Ia) Hawk-eye, April 11, 1897
26. Wabash (In) Times, April 16, 1897
27. Fort Scott (Ks) Tribune, April 12, 1897
28. Minneapolis (Mn) Journal, April 13, 1897
29. Lincoln (Il) Courier, April 13, 1897
30. Kansas City (Mo) Times, April 14, 1897
31. Little Falls (Mn) Weekly Transcript, April 16, 1897
32. Dallas (Tx) Morning News, April 18, 1897
33. Bloomington (Il) Pantagraph, April 17, 1897
34. Sleepy Eye (Mn) Dispatch, April 22, 1897
35. Cleveland (O) Plaindealer, April 18, 1897
36. Ashland (O) Gazette, April 20, 1897
37. Omaha (Nb) Bee, April 20, 1897
38. Wahoo (Nb) Democrat, April 22, 1897
39. Marquette (Mi) Mining Journal, April 23 and 24, 1897
40. Logansport (In) Daily Reporter, April 27, 1897
41. Toledo (O) Bee, April 29, 1897
42. Armstrong (Mo) Herald, April 22, 1897
43. Hiawathia (Ks) Brown County World, April 16, 1897

APPENDIX F:

1. San Francisco (Ca) Examiner, October 23, 1896
2. Pierce (Nb) County Call, March 19, 1897
3. Ottawa (Ks) Daily Republican, April 3, 1897
4. Milton (Ia) Herald, April 14, 1897
5. Muncie (In) Morning News, April 14, 1897
6. Ibid
7. Washington Court House (O) Cyclone & Fayette Republican, April 22, 1897
8. Kalamazoo (Mi) Telegraph, April 16, 1897
9. Galveston (Tx) News, April 22, 1897
10. Selex (Il) Marion County Republican, April 25, 1897
11. Dallas (Tx) Morning News, April 17, 1897
12. Bloomington (Il) Pantagraph, April 22, 1897
13. Linneus (Mo) Bulletin, April 21, 1897
14. Saulte Ste. Marie (Mi) News, April 24, 1897
15. Galveston (Tx) Daily News, April 20, 1897
16. Lynchburg (Va) News, April 24, 1897
17. Columbia (O) Sunday Press, April 25, 1897
18. Canton (O) Repository, May 9, 1897



APPENDIX G:

1. Donald H. Menzel, "Flying Saucers", (Cambridge, Mass., Harvard University Press, 1953)
2. Winnemucca (Nv) Silver State, November 23, 1896
3. San Francisco (Ca) Call, November 23, 1896
4. San Francisco (Ca) Call, November 19, 1896
5. Ibid
6. Sacramento (Ca) Bee, November 18, 1896
7. San Francisco (Ca) Call, November 19, 1896
8. Sacramento (Ca) Bee, November 18, 1896
9. Antioch (Ca) Ledger, November 28, 1896
10. Redwood City (Ca) Times Gazette, November 28, 1896
11. San Jose (Ca) Daily Mercury, November 23, 1896
12. Loren E. Gross, "The UFO Wave of 1896", (Privately Published, 1974) page 13
14. San Jose (Ca) Daily Mercury, November 28, 1896
15. Oakland (Ca) Tribune, December 1, 1896
16. San Jose (Ca) Daily Mercury, November 28, 1896
17. San Jose (Ca) Daily Mercury, November 27, 1896
18. Carson City (Nv) Morning Appeal, December 6, 1896
19. Wood River (Nb) Interest, March 5, 1897
20. Detroit (Mi) Evening News, April 1, 1897
21. Janesville (O) Sunday Times Reporter, April 5, 1897
22. Cambridge (Il) Chronicle, April 15, 1897
23. Waverly (Ia) Democrat, April 15, 1897
24. Kenosha (Wi) Telegraph Courier, April 15, 1897
25. Perry (Ok) Enterprise Times, April 12, 1897
26. Perry (Ok) Enterprise Times, April 10, 1897
27. Freeport (Il) Journal, April 12, 1897
28. Sterling (Il) Evening Gazette, April 10, 1897
29. Ames (Ia) Times, April 15, 1897
30. Indianapolis (In) Journal, April 15, 1897
31. Fond du Lac (Wi) Commonwealth, April 12, 1897
32. Salesburg (Il) Evening Mail, April 10, 1897
33. Racine (Wi) Journal, April 10, 1897
34. Oconto (Wi) County Reporter, April 16, 1897
35. Minneapolis (Mn) Journal, April 14, 1897
36. Charles City (Ia) Intelligencer, April 13, 1897
37. Stoughton (Wi) Hub, April 25, 1897
38. Clarence (Ia) Sun, April 16, 1897
39. Des Moines (Ia) Leader, April 13, 1897
40. Des Moines (Ia) Iowa State Register, April 13, 1897
41. Logansport (In) Reporter, April 12, 1897
42. Manistique (Mi) Pioneer Tribune, April 16, 1897
43. Charles City (Ia) Intelligencer, April 13, 1897
44. Mauston (Wi) Star, April 15, 1897
45. Newell (Ia) Mirror, April 23, 1897
46. Sheboygan (Wi) Telegram, April 13, 1897
47. Nashville (Tn) American, April 14, 1897
48. Minneapolis (Mn) Journal, April 13, 1897
49. Elkhorn (Wi) Independent, April 22, 1897
50. Dekalb (Il) Evening Chronicle, April 12, 1897
51. Duluth (Mn) News Tribune, April 13, 1897
52. Quincy (Il) Herald, April 13, 1897
53. Lincoln (Il) News, April 13, 1897

54. Marshall (Mo) Saline Citizen, April 17, 1897
55. Mineral Point (Wi) Tribune, April 15, 1897
56. Lincoln (Il) Courier, April 16, 1897
57. Quincy (Il) Herald, April 13, 1897
58. Armstrong (Ia) Journal, April 16, 1897
59. York (Nb) Times, April 15, 1897
60. Colby (Wi) Phonograph, April 15, 1897
61. Dallas (Tx) Morning News, April 16, 1897
62. Greencastle (In) Banner, April 15, 1897
63. Dallas (Tx) Morning News, April 15, 1897
64. Dyersville (Ia) Commercial, April 16, 1897
65. Evansville (Mn) Enterprise, April 16, 1897
66. University Place (Nb) Times, April 17, 1897
67. Minneapolis (Mn) Times, April 15, 1897
68. Indianapolis (In) Sentinel, April 15, 1897
69. Pardeeville (Wi) Times, April 16, 1897
70. Shewano (Wi) County Journal, April 15, 1897
71. St. Paul (Mn) Globe, April 14, 1897
72. Two Harbors (Mn) Iron News, April 16, 1897
73. Ashville (NC) Citizen, April 16, 1897
74. Washington Court House (O) Cyclone & Fayette Republican, April 22, 1897
75. Cleveland (O) Leader, April 16, 1897
76. Anamosa (Ia) Eureka, April 22, 1897
77. Elkhart (In) Weekly Truth, April 15, 1897
78. Hillsboro (Il) Montgomery News, April 16, 1897
79. Dallas (Tx) Morning Herald, April 18, 1897
80. Washington Court House (O) Cyclone & Fayette Republican, April 22, 1897
81. Lawrence (Ks) World, April 15, 1897
82. Marion (In) Morning News, April 15, 1897
83. Moberly (Mo) Daily Monitor, April 15, 1897
84. Cleveland (O) Leader, April 16, 1897
85. Ibid
86. Terre Haute (In) Express, April 15, 1897
87. Decatur (Il) Evening Republican, April 15, 1897
88. Adrian (Mi) Daily Times and Expositor, April 17, 1897
89. Springfield (Mo) Republican, April 16, 1897
90. Sioux Falls (SD) Argus Leader, April 20, 1897
91. Marshalltown (Ia) Times Republican, April 15, 1897
92. Kenton (O) News Republican, April 16, 1897
93. Fayetteville (NC) Observer, April 16, 1897
94. Dallas (Tx) Morning News, April 17, 1897
95. Madelia (Mn) Messenger, April 23, 1897
96. Des Moines (Ia) Iowa State Register, April 17, 1897
97. Ishpeming (Mi) Iron Ore, April 17, 1897
98. Norfolk (Nb) News, April 16, 1897
99. Dallas (Tx) Morning News, April 17, 1897
100. Quincy (Il) Herald, April 16, 1897
101. Ottumwa (Ia) Courier, April 16, 1897
102. Columbus (O) Evening Press, April 17, 1897
103. Astoria (Il) Searchlight, April 22, 1897
104. Delavan (Il) Times, April 22, 1897
105. Bucyrus (O) Crawford County Forum, April 16, 1897
106. Burlington (Ia) Hawk-eye, April 17, 1897
107. Crawfordsville (In) Argus, April 17, 1897

108. Palmyra (NY) Journal, April 28, 1897
109. Nashville (Tn) American, April 18, 1897
110. Jackson (O) Standard Journal, April 21, 1897
111. New York City (NY) Herald, April 18, 1897
112. Dallas (Tx) Morning News, April 18, 1897
113. Lansing (Mi) State Republican, April 17, 1897
114. Marion (O) Daily Star, April 17, 1897
115. Nashville (Tn) Sun, April 16, 1897
116. Fort Worth (Tx) Register, April 18, 1897
117. Saginaw (Mi) Courier Herald, April 17, 1897
118. Abilene (Tx) Reporter, April 20, 1897
119. Danville (Il) Weekly Press, April 21, 1897
120. Paulding (O) Democrat, April 22, 1897
121. Jefferson (O) Ashtubula Sentinel, April 22, 1897
122. Nashville (Tn) American, April 18, 1897
123. Dallas (Tx) Morning News, April 19, 1897
124. Robert Lee (Tx) Coke County Rustler, April 24, 1897
125. Galveston (Tx) News, April 18, 1897
126. Muskegon (Mi) Chronicle, April 20, 1897
127. Hildreth (Nb) Telescope, April 23, 1897
128. Dallas (Tx) Morning News, April 18, 1897
129. Memphis (Tn) Commercial Appeal, April 18, 1897
130. Nashville (Tn) Sun, April 17, 1897
131. Dallas (Tx) Morning News, April 19, 1897
132. Memphis (Tn) Commercial Appeal, April 18, 1897
133. Dallas (Tx) Morning News, April 19, 1897
134. Denver (Co) Rocky Mountain News, April 19, 1897
135. Cripple Creek (Co) Citizen, April 18, 1897
136. Dallas (Tx) Times Herald, April 18, 1897
137. Dallas (Tx) Times Herald, April 20, 1897
138. Flint (Mi) Daily News, April 19, 1897
139. David R. Wheeler, "The Lubbock Lights", (New York, Award Books, 1977) page 41
140. Gallipolis (O) Tribune, April 23, 1897
141. Galveston (Tx) News, April 19, 1897
142. Sterling (Il) Evening Gazette, April 21, 1897
143. Hamilton (Mo) Farmers Advocate, April 28, 1897
144. Marietta (O) Register, April 20, 1897
145. Mankato (Mn) Review, April 20, 1897
146. Palo Pinto (Tx) County Star, April 23, 1897
147. Bolivar (Tn) Hardeeman Free Press, April 23, 1897
148. Philadelphia (Pa) Inquirer, April 20, 1897
149. Cleveland (O) Leader, April 21, 1897
150. Jacksonville (Il) Journal, April 21, 1897
151. Toledo (O) Blade, April 22, 1897
152. Galveston (Tx) Daily News, April 23, 1897
153. Cincinnati (O) Commercial Tribune, April 21, 1897
154. Colorado Springs (Co) Gazette, April 22, 1897
155. Toledo (O) Blade, April 23, 1897
156. Erie (Pa) Daily Times, April 22, 1897
157. Osgood (In) Journal, April 24, 1897
158. Wellington (Ks) People's Voice, April 22, 1897
159. Marietta (O) Register, April 22, 1897
160. Fulton (Mo) Gazette, April 23, 1897
161. Green Forest (Ak) Tribune, April 22, 1897

162. Galveston (Tx) Daily News, April 23, 1897
163. Galveston (Tx) Daily News, April 24, 1897
164. Eaporia (Ks) Gazette, April 23, 1897
165. Columbus (O) Evening Press, April 23, 1897
166. Columbus (O) Evening Press, April 22, 1897
167. Scribner (Nb) News, April 30, 1897
168. Saginaw (Mi) Globe, April 26, 1897
169. Cincinnati (O) Commercial Tribune, April 25, 1897
170. Ibid
171. Galesville (Wi) Independent, April 30, 1897
172. Lincoln (Nb) Nebraska State Journal, April 24, 1897
173. Cincinnati (O) Commercial Tribune, April 25, 1897
174. Kansas City (Mo) Times, April 25, 1897
175. Salem (O) Republican Era, April 27, 1897
176. Grundy Center (Ia) Grundy County Democrat, April 20, 1897
177. Calloway (Nb) Courier, April 30, 1897
178. Salt Lake City (U) Daily Tribune, April 29, 1897
179. Roanoke (Va) Times, April 28, 1897
180. Bayard (Nb) Transcript, April 30, 1897
181. Columbus (O) Evening Press, April 27, 1897
182. Little Rock (Ark) Arkansas Democrat, April 26, 1897
183. Salida (Co) Mail Twice a Week, April 27, 1897
184. Marquette (Mi) Mining News, May 1, 1897
185. Trenton (NJ) Evening Times, April 27, 1897
186. Cleveland (O) Plaindealer, April 29, 1897
187. Atlanta (Ga) Journal
188. Philadelphia (Pa) Evening Bulletin, April 29, 1897
189. Muskegon (Mi) Chronicle, April 30, 1897
190. Denver (Co) Times, April 30, 1897
191. Ibid
192. Albion (Nb) Argus, May 7, 1897
193. Noblesville (In) Hamilton County Ledger, April 23, 1897
194. Easton (Pa) Express, April 24, 1897
195. Boscobel (Wi) Dial, April 7, 1897
196. Caldwell (Ks) Weekly Advance, April 22, 1897
197. Clay City (Ks) Times, April 8, 1897
198. Bismarck (ND) Tribune, April 21, 1897
199. Alexandria (SD) Tribune, April 15, 1897
200. Owensville (Mo) Republican, April 22, 1897
201. Windon (Mn) Reporter, April 22, 1897
202. Ibid
203. Portage (Wi) Weekly Democrat, May 7, 1897
204. Nashville (Tn) Sun, April 18, 1897
205. Ibid
206. Ibid
207. Cedar Bluffs (Nb) Standard, April 23, 1897
208. Ashland (O) Gazette, April 20, 1897
209. Ibid
210. Ibid
211. Middlesboro (Ky) Weekly Herald, April 25, 1897
212. Fairmont (WV) Free Press, April 29, 1897
213. Superior (Nb) Sun, April 22, 1897
214. Walnut (Ia) Bureau, April 16, 1897
215. Muncie (In) Daily Herald, May 6, 1897

216. Newport (In) Hoosier State, May 5, 1897
217. Wellsville (O) Daily Union, May 7, 1897
218. Wellington (Ks) Sumner County Star, May 6, 1897
219. Warren (Pa) Evening Democrat, May 3, 1897
220. Crawfordsville (In) Daily Argus News, May 10, 1897
221. Larned (Ks) Eagle Optic, May 7, 1897
222. Madison (In) Courier, May 12, 1897

APPENDIX H:

1. San Francisco (Ca) Chronicle, November 19, 1896
2. Loren E. Gross, "The UFO Wave of 1896", (Privately Published, 1974) page 2
3. San Francisco (Ca) Call, November 24, 1896
4. San Francisco (Ca) Call, November 22, 1896
5. Ibid
6. San Francisco (Ca) Chronicle, November 22, 1896
7. San Francisco (Ca) Chronicle, November 24, 1896
8. San Francisco (Ca) Call, December 5, 1896
9. Sacramento (Ca) Bee, November 23, 1896
10. San Francisco (Ca) Chronicle, November 24, 1896
11. San Francisco (Ca) Call, November 24, 1896
12. Los Angeles (Ca) Times, November 25, 1896
13. Oakland (Ca) Tribune, November 25, 1896
14. Loren E. Gross, "The UFO Wave of 1896", (Privately Published, 1974), page 13
15. San Francisco (Ca) Call, November 25, 1896
16. Los Angeles (Ca) Times, November 25, 1896
17. San Jose (Ca) Daily Mercury, November 25, 1896
18. San Jose (Ca) Daily Mercury, November 26, 1896
19. Tacoma (Wa) Daily Ledger, November 27, 1896
20. Los Angeles (Ca) Times, November 25, 1896
21. Auburn (Ca) Placer Herald, November 28, 1896
22. San Francisco (Ca) Call, November 26, 1896
23. Ibid
24. Ferndale (Ca) Enterprise, December 1, 1896
25. Los Angeles (Ca) Times, December 1, 1896
26. San Francisco (Ca) Call, November 29, 1896
27. Los Angeles (Ca) Times, December 1, 1896
28. San Francisco (Ca) Call, December 2, 1896
29. Merced (Ca) Star, December 3, 1896
30. Riverside (Ca) Press, December 2, 1896
31. Salinas (Ca) Index, December 3, 1896
32. Salsa (Ca) Irrigator, December 6, 1896
33. Yuba City (Ca) Farmer, December 18, 1896
34. Montesano (Wa) Vidette, December 18, 1896
35. Reno (Nv) Gazette, January 22, 1897
36. Omaha (Nb) Bee, February 18, 1897
37. Bowling Green (O) Sentinel, February 24, 1897
38. Crab Orchard (Nb) Herald, March 5, 1897
39. Kearney (Nb) Hub, March 11, 1897
40. Hebron (Nb) Republican, March 26, 1897
41. Chicago (Il) Tribune, March 29, 1897
42. Osage City (Ks) Free Press, April 1, 1897
43. Lindsborg (Ks) Record, April 2, 1897
44. Arapahoe (Nb) Public Mirror, April 8, 1897

45. Newton (Ks) Kansan, April 1, 1897
46. Leavenworth (Ks) Times, April 3, 1897
47. Algona (Ia) Republican, April 7, 1897
48. Falls City (Nb) Journal, April 9, 1897
49. Indianapolis (In) Journal, April 5, 1897
50. Sedan (Ks) Lance, April 8, 1897
51. Guthrie (Ok) Weekly Oklahoma State Capitol, April 17, 1897
52. Wilmington (NC) Messenger, April 6, 1897
53. Chicago (Il) Record, April 7, 1897
54. Dallas (Tx) Morning News, April 9, 1897
55. Chicago (Il) Journal, April 7, 1897
56. Marshalltown (Ia) Times Republican, April 13, 1897
57. Quincy (Il) Whig, April 10, 1897
58. Dayton (Ia) Review, April 15, 1897
59. Burlington (Ia) Hawk-eye, April 10, 1897
60. Lincoln (Nb) Nebraska State Journal, April 10, 1897
61. Waterloo (Ia) Daily Courier, April 8, 1897
62. Chicago (Il) Tribune, April 10, 1897
63. Sterling (Il) Evening Gazette, April 10, 1897
64. Enid (Ok) Daily Wave, April 15, 1897
65. Rock Island (Il) Argus, April 9, 1897
66. Dixon (Il) Telegraph, April 10, 1897
67. Cedar Rapids (Ia) Republican, April 16, 1897
68. Clarion (Ia) Wright County Democrat, April 14, 1897
69. Howard V. Chambers, "UFO's For the Millions", (New York, Bell Publishing Company, Inc., 1967) page 48-9
70. Milwaukee (Wi) Sentinel, April 11, 1897
71. Neenah (Wi) Daily Times, April 12, 1897
72. Warren (Il) Sentinel, April 14, 1897
73. Quincy (Il) Whig, April 11, 1897
74. Cedar Rapids (Ia) Republican, April 11, 1897
75. Anoka (Mn) Herald, April 16, 1897
76. Minneapolis (Mn) Journal, April 12, 1897
77. Minneapolis (Mn) Times, April 14, 1897
78. Freeport (Il) Bulletin, April 15, 1897
79. Davenport (Ia) Democrat, April 11, 1897
80. Des Moines (Ia) Leader, April 13, 1897
81. Kalamazoo (Mi) Gazette, April 14, 1897
82. Omaha (Nb) Bee, April 14, 1897
83. Macomb (Il) Journal, April 13, 1897
84. Moline (Il) Mail, April 12, 1897
85. Salisbury (Mo) Press Spectator, April 16, 1897
86. Worthington (Mn) Herald, April 16, 1897
87. Detroit (Mi) News, April 15, 1897
88. Crookston (Mn) Daily Tribune, April 14, 1897
89. Kenosha (Wi) Evening News, April 14, 1897
90. Orma (Wi) Herald, April 17, 1897
91. Sioux City (Ia) Daily Tribune, April 14, 1897
92. Wilmington (NC) Messenger, April 15, 1897
93. Alton (Il) Evening Telegraph, April 15, 1897
94. Cincinnati (O) Enquirer, April 16, 1897
95. Grand Forks (ND) Plaindealer, April 15, 1897
96. Moberly (Mo) Daily Monitor, April 15, 1897
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98. Saginaw (Mi) Globe, April 19, 1897
99. Council Bluffs (Ia) Mon Pareil, April 16, 1897
100. Carlinville (Il) Democrat, April 22, 1897
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103. Fredonia (Ks) Alliance Herald, April 16, 1897
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105. Marshall (Mo) Saline Citizen, April 21, 1897
106. Sioux City (Ia) Journal, April 17, 1897
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109. Nashville (Tn) Sun, April 18, 1897
110. Ibid
111. Pemberville (O) Leader, April 23, 1897
112. Rockville (In) Republican, April 21, 1897
113. Sherman (Tx) Register, April 16, 1897
114. Saginaw (Mi) Courier Herald, April 16, 1897
115. Dallas (Tx) Morning News, April 19, 1897
116. Saginaw (Mi) Courier Herald, April 16, 1897
117. Ibid
118. Portsmouth (O) Tribune, April 20, 1897
119. St. Louis (Mo) Globe Democrat, April 17, 1897
120. Columbus (O) Morning Press, April 18, 1897
121. Saginaw (Mi) Courier Herald, April 17, 1897
122. Wellington (Ks) People's Voice, April 22, 1897
123. Carrollton (Il) Patriot, April 23, 1897
124. Johnston (Pa) Tribune, April 23, 1897
125. Harlan (Ia) Tribune, April 21, 1897
126. Nashville (Tn) American, April 18, 1897
127. Ibid
128. Ibid
129. Sleepy Eye (Mn) Dispatch, April 22, 1897
130. Lima (O) Allen County Republican Gazette, April 20, 1897
131. Elbow Lake (Mn) Grant County Herald, April 22, 1897
132. Indianapolis (In) Sentinel, April 20, 1897
133. Rockingham (NC) Rocket, April 29, 1897
134. Logansport (In) Journal, April 19, 1897
135. Marion (In) Morning News, April 20, 1897
136. Parkersburg (WV) Sentinel, April 20, 1897
137. Cincinnati (O) Commercial Tribune, April 20, 1897
138. Nevada (Mo) Daily Mail, April 20, 1897
139. Houston (Tx) Post, April 22, 1897
140. Goshen (In) Weekly Times, April 23, 1897
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142. Houston (Tx) Post, April 22, 1897
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145. Glenwood Springs (Co) Avalanche, April 21, 1897
146. Austin (Tx) Statesman, April 23, 1897
147. St. Louis (Mo) Star, April 22, 1897
148. Galveston (Tx) Daily News, April 24, 1897
149. New Orleans (La) Times Picayune, April 21, 1897
150. Ceredo (WV) Advance, April 28, 1897

151. Silverton (Co) Standard, April 24, 1897
152. Wichita (Ks) Beacon, April 23, 1897
153. Kokomo (In) Dispatch, April 24, 1897
154. Louisville (Ky) Post, April 24, 1897
155. Portsmouth (O) Blade, April 24, 1897
156. Winchester (Ky) Democrat, April 30, 1897
157. Carthage (Mo) Press, April 29, 1897
158. Chicago (Il) Record, April 30, 1897
159. Toledo (O) Bee, April 27, 1897
160. Houston (Tx) Post, April 29, 1897
161. Trenton (Nj) Evening News, April 27, 1897
162. Flint (Mi) Daily News, April 29, 1897
163. Iola (Ks) Register, April 30, 1897
164. Atchison (Ks) Daily Champion, April 28, 1897
165. Auburn (In) Courier, April 29, 1897
166. Cleveland (O) Leader, May 3, 1897
167. Cleveland (O) Leader, May 2, 1897
168. Salem (O) Daily Herald, April 29, 1897
169. Cleveland (O) Leader, May 2, 1897
170. Logansport (In) Press, May 1, 1897
171. Louisville (Ky) Courier Journal, May 2, 1897
172. Wayland (Mi) Globe, April 24, 1897
173. Chippewa Falls (Wi) Weekly Herald, April 16, 1897
174. Carthage (Mo) Press, April 22, 1897
175. Middlesboro (Ky) Weekly Herald, April 25, 1897
176. St. Louis (Mo) Star, April 25, 1897
177. Winona (Mn) Reporter, April 22, 1897
178. Columbus (In) Evening Republican, April 22, 1897
179. Fond du Lac (Wi) Commonwealth, April 12, 1897
180. Jacksonville (Fl) Florida Times Union, April 16, 1897
181. Cleveland (O) Leader, May 7, 1897
182. Cleveland (O) Leader, May 2, 1897
183. Kenton (O) News Republican, May 3, 1897
184. Logansport (In) Pharos, May 3, 1897
185. Eureka (Ks) Democratic Messenger, May 6, 1897
186. South McAlester (Ok) Daily Capitol, May 4, 1897
187. Florence (Co) Daily Herald, May 6, 1897
188. Bridgeport (Ct) Union, May 7, 1897
189. Bridgeport (Ct) Union, May 8, 1897
190. Severy (Ks) Severyite, May 14, 1897
191. Memphis (Tn) Commercial Appeal, May 8, 1897
192. Norwalk (Ct) Evening Hour, May 7, 1897
193. St. Louis (Mo) Post Dispatch, May 9, 1897
194. Ellensburg (Wa) Localizer, May 15, 1897

APPENDIX I:

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1. San Francisco (Ca) Call, November 25, 1896
2. Ibid
3. Antioch (Ca) Ledger, December 12, 1896
4. Niobrara (Nb) Pioneer, February 12, 1897
5. Ottumwa (Ia) Courier, April 9, 1897



6. Fairfield (Ia) Ledger, April 14, 1897
7. Spring Grove (Mn) Herald, April 15, 1897
8. Marshalltown (Ia) Times Republican, April 10, 1897
9. St. Louis (Mo) Republic, April 11, 1897
10. Champaign (Il) Gazette, April 13, 1897
11. Lafayette (La) Call, April 13, 1897
12. Grand Rapids (Wi) Wood County Reporter, April 15, 1897
13. Marengo (Ia) Democrat, April 15, 1897
14. Moberly (Mo) Monitor, April 15, 1897
15. Mt. Vernon (Il) Daily Register, April 15, 1897
16. Warresburg (Mo) Weekly Standard Herald, April 17, 1897
17. Alton (Il) Sentinel Democrat, April 17, 1897
18. Osage (Ia) News, April 22, 1897
19. Marion (In) Chronicle, April 23, 1897
20. Columbus (O) Ohio State Journal, April 24, 1897
21. Mt. Gilead (O) Union Register, May 12, 1897
22. Ashland (Nb) Gazette, April 16, 1897

ANTARES:

1. Hermann (Nb) Review, April 10, 1897
2. Wyoming (Ia) Journal, April 15, 1897
3. Larimore (ND) Pioneer, April 15, 1897
4. Minot (ND) Ward County Reporter, April 23, 1897
5. Kalamazoo (Mi) Weekly Telegraph, May 5, 1897

ALPHA PHOENIX:

1. Eureka (Ca) Humboldt Times, November 28, 1896

ARCTURUS:

1. Cambridge (Il) Chronicle, April 15, 1897
2. Streator (Il) Free Press, April 10, 1897
3. Pella (Ia) Advertiser, April 10, 1897
4. Frankfort (In) Daily Crescent, April 15, 1897
5. Kenosh (Wi) Evening News, April 12, 1897
6. Rio (Wi) Columbia County Reporter, April 16, 1897
7. Milwaukee (Wi) Sentinel, April 13, 1897
8. Milwaukee (Wi) Sentinel, April 12, 1897
9. Marshalltown (Ia) Times Republican, April 13, 1897
10. Wetmore (Ks) Nemaha County Spectator, April 16, 1897
11. Minneapolis (Mn) Times, April 14, 1897
12. Alton (Il) Evening Telegraph, April 14, 1897
13. Sterling (Il) Evening Gazette, April 15, 1897
14. Nashville (Tn) Banner, April 16, 1897
15. Clarksville (Tn) Daily Leaf Chronicle, April 16, 1897
16. La Mars (Ia) Globe, April 17, 1897
17. Wichita (Ks) Eagle Optic, April 17, 1897
18. Dallas (Tx) Morning News, April 18, 1897
19. Ibid
20. Salem (O) Daily Herald, April 19, 1897
21. Lincoln (Nb) Nebraska State Journal, April 20, 1897
22. Ashland (O) Gazette, April 20, 1897

23. Paducah (Ky) News, April 28, 1897
24. Princeton (Il) Bureau County Republican, April 22, 1897
25. Marshall (Mo) Saline Citizen, April 28, 1897
26. Alexandria (SD) Herald, April 15, 1897
27. Owensville (Ky) Messenger, April 24, 1897
28. Cincinnati (O) Enquirer, May 5, 1897
29. Natchez (Ms) Daily Democrat, May 6, 1897

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1. Columbia (In) Evening Republican, April 5, 1897
2. Marshalitown (Ia) Times Republican, April 10, 1897
3. Madison (Wi) Wisconsin State Journal, April 10, 1897
4. Waseca (Mn) Radical, April 14, 1897
5. Chicago (Il) Tribune, April 10, 1897
6. Newport (In) Hoosier State, April 14, 1897
7. Minneapolis (Mn) Tribune, April 11, 1897
8. Sandusky (O) Weekly Journal, April 17, 1897
9. Minneapolis (Mn) Journal, April 12, 1897
10. Ibid
11. St. Cloud (Mn) Daily Times, April 13, 1897
12. Detroit (Mi) Free Press, April 14, 1897
13. St. Paul (Mn) Pioneer Press, April 14, 1897
14. St. Cloud (Mn) Daily Times, April 14, 1897
15. Michigan City (In) Evening News, April 14, 1897
16. Lansing (Mi) State Republican, April 14, 1897
17. Royalton (Mn) Banner, April 15, 1897
18. Minneapolis (Mn) Times, April 15, 1897
19. Ledgerwood (ND) Broadax, April 15, 1897
20. Niles (Mi) Star, April 15, 1897
21. South Bend (In) Tribune, April 15, 1897
22. Kalamazoo (Mi) Gazette, April 15, 1897
23. Minneapolis (Mn) Times, April 15, 1897
24. Walker (Ia) News, April 16, 1897
25. Alton (Il) Sentinel Democrat, April 17, 1897
26. Sleepy Eye (Mn) Dispatch, April 22, 1897
27. Eureka (Ks) Democratic Messenger, April 22, 1897
28. Orleans (Nb) Progress, April 16, 1897
29. Dallas (Tx) Times Herald, April 17, 1897
30. North Platte (Nb) Daily Telegraph, April 20, 1897
31. Michigan City (In) Evening News, April 20, 1897

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2. Sacramento (Ca) Bee, November 23, 1896
3. Loren E. Gross, "The UFO wave of 1896", (Privately Published, 1974) page 10
4. San Francisco (Ca) Chronicle, November 23, 1896
5. San Francisco (Ca) Examiner, November 23, 1896
6. Loren E. Gross, "The UFO Wave of 1896", (Privately Published, 1974) page 23
7. Winnemucca (Nv) Silver State, November 28, 1896
8. Woodland (Ca) Daily Democrat, November 28, 1896
9. San Francisco (Ca) Call, November 30, 1896
10. Visalia (Ca) Tulare County Times, December 3, 1896

11. Marysville (Ca) Daily Appeal, December 9, 1896
12. Ibid
13. Marysville (Ca) Daily Appeal, December 5, 1896
14. San Francisco (Ca) Call, December 18, 1896
15. Kearney (Nb) Daily Hub, February 19, 1897
16. Phillipsburg-(Ks) Herald, April 1, 1897
17. Kansas City (Mo) Star, March 28, 1897
18. Diller (Nb) Jefferson County Record, April 2, 1897
19. St. Marys (Ks) Star, April 1, 1897
20. Carrollton (Mo) Democrat, April 2, 1897
21. Ottawa (Ks) Daily Republican, April 2, 1897
22. Girard (Ks) Press, April 8, 1897
23. Independence (Ks) Reporter, April 4, 1897
24. Liberty (Mo) Tribune, April 9, 1897
25. Chicago (Il) Times Herald, April 4, 1897
26. Troy-White Cloud (Ks) Weekly Kansas Chief, April 8, 1897
27. Chicago (Il) Times Herald, April 6, 1897
28. Cedar Rapids (Ia) Republican, April 9, 1897
29. Independence (Ia) Conservative, April 14, 1897
30. Minneapolis (Mn) Tribune, April 9, 1897
31. York (Nb) Times, April 10, 1897
32. Cresco (Nb) Courier, April 12, 1897
33. Tonganoxie (Ks) Weekly Sentinel, April 9, 1897
34. Ottumwa (Ia) Courier, April 9, 1897
35. Des Moines (Ia) Iowa State Register, April 10, 1897
36. Des Moines (Ia) Leader, April 11, 1897
37. Cuba (Mo) Crawford County Telephone, April 23, 1897
38. Osage (Ia) Mitchell County Press, April 15, 1897
39. Hammond (Wi) News, April 16, 1897
40. Marshalltown (Ia) Times Republican, April 12, 1897
41. Minneapolis (Mn) Tribune, April 11, 1897
42. La Crosse (Wi) Morning Chronicle, April 11, 1897
43. Salesburg (Il) Evening Mail, April 12, 1897
44. Des Moines (Ia) Iowa State Register, April 13, 1897
45. Ottumwa (Ia) Democrat, April 14, 1897
46. Audubon (Ia) Republican, April 15, 1897
47. Rock Island (Il) Union, April 11, 1897
48. Decatur (Il) Herald Despatch, April 13, 1897
49. Chicago (Il) Record, April 12, 1897
50. Leavenworth (Ks) Democratic Standard, April 16, 1897
51. Des Moines (Ia) Iowa State Register, April 13, 1897
52. Gskaloosa (Ia) Saturday Globe, April 17, 1897
53. Marshalltown (Ia) Times Republican, April 15, 1897
54. Ibid
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56. Estherville (Ia) Emmett County Republican, April 15, 1897
57. Marshalltown (Ia) Times Republican, April 13, 1897
58. Jacksonville (Il) Journal, April 11, 1897
59. Edwardsville (Il) Intelligencer, April 13, 1897
60. Freeport (Il) Weekly Democrat, April 16, 1897
61. Gowrie (Ia) News, April 15, 1897
62. Minneapolis (Mn) Tribune, April 11, 1897
63. Ibid
64. Armstrong (Ia) Journal, April 16, 1897

65. Kankakee (Il) Gazette, April 15, 1897
66. Des Moines (Ia) Leader, April 11, 1897
67. Allegan (Mi) Gazette, April 17, 1897
68. Owatonna (Mn) People's Press, April 16, 1897
69. Milwaukee (Wi) Sentinel, April 13, 1897
70. Moline (Il) Dispatch, April 12, 1897
71. Benton Harbor (Mi) Evening News, April 12, 1897
72. Rochelle (Il) Register, April 16, 1897
73. Cedar Rapids (Ia) Republican, April 13, 1897
74. South Bend (In) Tribune, April 12, 1897
75. La Grange (In) Standard, April 15, 1897
76. South Bend (In) Tribune, April 12, 1897
77. Wilson (NC) Advance, April 15, 1897
78. Chicago (Il) Times Herald, April 13, 1897
79. Minneapolis (Mn) Journal, April 12, 1897
80. Duluth (Mn) Daily News Tribune, April 14, 1897
81. Lake Crystal (Mn) Union, April 21, 1897
82. Wabash (In) Star, April 15, 1897
83. Atoka (Ok) Indian Citizen, April 22, 1897
84. Chippewa Falls (Wi) Times, April 13, 1897
85. Edwardsville (Il) Intelligencer, April 13, 1897
86. Sterling (Il) Evening Gazette, April 16, 1897
87. Lincoln (Mo) Courier, April 13, 1897
88. Galesburg (Il) Evening Mail, April 13, 1897
89. Marshalltown (Ia) Times Republican, April 13, 1897
90. Hastings (Nb) Daily Republican, April 20, 1897
91. Macomb (Il) Journal, April 13, 1897
92. Orion (Il) Times, April 15, 1897
93. Galena (Il) Gazette, April 15, 1897
94. Rock Island (Il) Argus, April 13, 1897
95. Albert Lea (Mn) Freeborn County Standard, April 14, 1897
96. Bigelow (Mn) Minnesota Signal, April 16, 1897
97. Northfield (Mn) Independent, April 15, 1897
98. Winona (Mn) Daily Herald, April 14, 1897
99. Jamestown (ND) Weekly Alert, April 15, 1897
100. Madison Lake (Mn) Mirror, April 15, 1897
101. Owatonna (Mn) People's Press, April 16, 1897
102. Hudson (Wi) Stars & Times, April 16, 1897
103. St. Cloud (Mn) Journal Press, April 14, 1897
104. Worthington (Mn) Advance, April 15, 1897
105. Saginaw (Mi) Courier Herald, April 17, 1897
106. Minneapolis (Mn) Times, April 15, 1897
107. Cambria (Wi) News, April 16, 1897
108. Carrolton (Il) Gazette, April 16, 1897
109. Fergus Falls (Mn) Journal, April 15, 1897
110. Galesburg (Il) Evening Mail, April 15, 1897
111. Fort Wayne (In) Morning Journal, April 15, 1897
112. La Cygne (Ks) Weekly Journal, April 16, 1897
113. Logansport (In) Journal, April 15, 1897
114. O'Neill (Nb) Frontier, April 15, 1897
115. Red Oak (Ia) Express, April 16, 1897
116. Rothsay (Mn) Record, April 17, 1897
117. Indianapolis (In) Journal, April 15, 1897
118. Warsaw (In) Times, April 15, 1897

119. Marion (In) Morning News, April 16, 1897
120. St. Louis (Mo) Post Dispatch, April 16, 1897
121. Carthage (Mo) Press, April 22, 1897
122. Bloomington (Il) Pantagraph, April 17, 1897
123. Dallas (Tx) Morning News, April 18, 1897
124. Kenton (O) News Republican, April 16, 1897
125. Lawrence City (In) Mitchell Commercial, April 22, 1897
126. St. Cloud (Mn) Journal Press, April 16, 1897
127. St. Louis (Mo) Post Dispatch, April 16, 1897
128. Dallas (Tx) Morning News, April 18, 1897
129. Fairfield (Il) Wayne County Record, April 22, 1897
130. Sharon (Wi) Reporter, April 22, 1897
131. Bloomington (Il) Pantagraph, April 17, 1897
132. St. Joseph (Il) Record, April 24, 1897
133. Princeton (Il) Bureau County Republican, April 22, 1897
134. Vincennes (In) Commercial, April 17, 1897
135. Elmore (Mn) Eye, April 23, 1897
136. Dallas (Tx) Times Herald, April 18, 1897
137. De Soto (Mo) Press, April 24, 1897
138. Greenville (Il) Advocate, April 22, 1897
139. Nebraska City (Nb) News, April 18, 1897
140. Beloit (Wi) Free Press, April 22, 1897
141. Louisville (Ky) Evening Post, April 19, 1897
142. Bradshaw (Nb) Republican, April 22, 1897
143. Juniata (Nb) Herald, April 21, 1897
144. Logansport (In) Journal, April 19, 1897
145. Unadilla (Nb) Union, April 24, 1897
146. Mankato (Mn) Review, April 20, 1897
147. Wauwoc (Wi) Gazette, April 22, 1897
148. Madisonville (Ky) Hustler, April 23, 1897
149. Cuba (Mo) Crawford County Telephone, April 23, 1897
150. Grayville (Il) Mercury, April 28, 1897
151. Wausaukee (Wi) Independent, April 24, 1897
152. Frankfort (In) Daily Crescent, April 25, 1897
153. Whitewater (Wi) Register, April 15, 1897

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1. Atchison (Ks) Daily Champion, April 2, 1897
2. Wilmington (NC) Messenger, April 9, 1897
3. Sycamore (Il) True Republican, April 14, 1897
4. Chicago (Il) Times Herald, April 10, 1897
5. Chicago (Il) Tribune, April 10, 1897
6. Villisca (Ia) Review, April 15, 1897
7. Chicago (Il) Times Herald, April 11, 1897
8. Sycamore (Il) True Republican, April 14, 1897
9. St. Louis (Mo) Post Dispatch, April 12, 1897
10. Kansas City (Mo) Times, April 14, 1897
11. Parkersburg (WV) State Journal, April 14, 1897
12. Kalamazoo (Mi) Telegraph, April 15, 1897
13. Kasson (Mn) Dodge County Republican, April 15, 1897
14. Baraboo (Wi) Republic, April 21, 1897
15. Jamestown (ND) Weekly Alert, April 15, 1897
16. Sedalia (Mo) Daily Capital, April 15, 1897

17. Kalamazoo (Mi) Gazette, April 16, 1897
18. Houston (Tx) Post, April 22, 1897
19. Dallas (Tx) Morning News, April 18, 1897
20. Bloomington (Il) Pantagraph, April 17, 1897
21. Nashville (Tn) American, April 17, 1897
22. Parkersburg (WV) Sentinel, April 17, 1897
23. Galveston (Tx) Daily News, April 20, 1897
24. Aspen (Co) Daily Times, April 22, 1897
25. Lincoln (Nb) Nebraska State Journal, April 22, 1897
26. Kokomo (In) Dispatch, April 23, 1897
27. Leavenworth (Ks) Times, April 28, 1897
28. Cincinnati (O) Commercial Tribune, April 29, 1897
29. Eldorado Springs (Mo) Sun, April 20, 1897
30. Cheyene (Wy) Sun Leader, May 4, 1897
31. Wilmington (NC) Messenger, May 5, 1897
32. Austin (Tx) Daily Statesman, May 10, 1897

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1. Loren D. Gross, "The UFO Wave of 1896", (Privately Published, 1974), page 15
2. Atchison (Ks) Daily Globe, March 30, 1897
3. Litchfield (Nb) Monitor, March 4, 1897
4. Waverly (Ks) Gazette, April 16, 1897
5. Minneapolis (Mn) Tribune, April 11, 1897

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1. Burlington (Ia) Hawk-eye, April 10, 1897
2. Cedar Rapids (Ia) Republican, April 9, 1897
3. East St. Louis (Il) Journal, April 12, 1897
4. Dubuque (Ia) Daily Telegraph, April 12, 1897
5. St. Paul (Mn) Pioneer Press, April 13, 1897
6. Menomonie (Wi) Dunn County News, April 16, 1897
7. Bismarck (ND) Tribune, April 14, 1897
8. Edgerton (Wi) Wisconsin Tobacco Reporter, April 16, 1897
9. Grantsburg (Wi) Burnett County Signal, April 15, 1897
10. Ledgerwood (ND) Broadax, April 15, 1897
11. Norwood (Mn) Times, April 16, 1897
12. Janestown (ND) Weekly Alert, April 15, 1897
13. Minneapolis (Mn) Times, April 15, 1897
14. Cuba (Il) Journal, April 15, 1897
15. Hartford City (In) Telegram, April 21, 1897
16. Hamilton (Mo) Farmers Advocate, April 21, 1897
17. Grand Rapids (Mi) Evening Press, April 17, 1897
18. Sandusky (O) Register, April 17, 1897
19. Riverton (Nb) Review, April 23, 1897
20. Tonganoxie (Ks) Mirror, April 29, 1897
21. Erie (Pa) Daily Times, May 4, 1897
22. Ashland (Nb) Gazette, April 16, 1897
23. Terre Haute (In) Evening Gazette, May 5, 1897

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1. San Francisco (Ca) Call, November 29, 1897

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1. San Francisco (Ca) Call, November 25, 1896
2. Woodland (Ca) Democrat, November 23, 1896
3. Loren E. Gross, "The UFO Wave of 1896", (Privately Published, 1974) page 10
4. San Francisco (Ca) Call, November 25, 1896
5. Falls City (Nb) Journal, March 5, 1897
6. Wyandotte (Nb) Arbor State, March 12, 1897
7. Kearney (Nb) Daily Hub, March 10, 1897
8. Alton (Ks) Empire, March 18, 1897
9. Council Grove (Ks) Guard, April 2, 1897
10. Keosauqua (Ia) Republican, April 8, 1897
11. Osborne (Ks) Osborne County Farmer, April 8, 1897
12. Winona (Mn) Daily Herald, April 9, 1897
13. Osborne (Ks) Osborne County Farmer, April 8, 1897
14. Goodland (Ks) Republic, April 9, 1897
15. New Richland (Mn) Northstar, April 15, 1897
16. Dixon (Il) Telegraph, April 10, 1897
17. Cedar Rapids (Ia) Republican, April 9, 1897
18. Marshalltown (Ia) Times Republican, April 10, 1897
19. Owatonna (Mn) Journal, April 16, 1897
20. St. Paul (Mn) Pioneer Press, April 12, 1897
21. Monticello (Il) Piatt County Republican, April 15, 1897
22. Abilene (Ks) Daily Reflector, April 13, 1897
23. Missouri Valley (Ia) Times, April 13, 1897
24. Savannah (Il) Journal, April 15, 1897
25. Dallas (Tx) Morning News, April 16, 1897
26. Chicago (Il) Record, April 14, 1897
27. Keytesville (Mo) Harrison Courier, April 16, 1897
28. Mankato (Mn) Free Press, April 14, 1897
29. New York City (NY) Herald, April 17, 1897
30. Minneapolis (Mn) Times, April 15, 1897
31. Oconto (Wi) County Reporter, April 16, 1897
32. Omaha (Nb) Bee, April 17, 1897
33. Wahpeton (ND) Times, April 15, 1897
34. St. Cloud (Mn) Daily Times, April 21, 1897
35. Saginaw (Mi) Courier Herald, April 17, 1897
36. Akron (O) Beacon & Republican, April 17, 1897
37. Champaign (Il) News, April 17, 1897
38. Nashville (Tn) Sun, April 18, 1897
39. Ibid
40. Dekalb (Il) Evening Chronicle, April 17, 1897
41. Lansing (Mi) State Republican, April 17, 1897
42. Paducah (Ky) News, April 23, 1897
43. Philadelphia (Pa) Evening Bulletin, April 29, 1897
44. Indianapolis (In) News, April 20, 1897
45. St. Cloud (Mn) Daily Times, April 21, 1897
46. Long Prairie (Mn) Leader, April 23, 1897
47. Middletown (Wi) Times, April 23, 1897
48. Atchison (Ks) Daily Champion, April 22, 1897
49. Columbus (O) Evening Press, April 23, 1897
50. Logansport (In) Daily Reporter, April 23, 1897
51. Clarksville (Tn) Daily Leaf Chronicle, April 26, 1897
52. Marion (Il) Leader, April 29, 1897

53. Caldwell (O) Press, April 29, 1897
54. Akron (O) Times Democrat, May 5, 1897

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1. Kearney (Nb) Hub, March 15, 1897
2. Omaha (Nb) Bee, March 16, 1897
3. Omaha (Nb) Bee, March 30, 1897
4. Mt. Morris (Il) News, April 7, 1897
5. Marshalltown (Ia) Times Republican, April 10, 1897
6. Milwaukee (Wi) Journal, April 9, 1897
7. Logansport (In) Journal, April 11, 1897
8. Burr Oak (Mo) Acorn, April 15, 1897
9. Rushville (Il) Times, April 15, 1897
10. Superior (Wi) Evening Telegram, April 23, 1897
11. Plymouth (Nb) News, April 17, 1897
12. Chicago (Il) Times Herald, April 17, 1897
13. Bloomfield (Mo) Vindicator, April 23, 1897
14. Delavan (Wi) Republican, April 22, 1897
15. Centerville (Mi) Observer, April 24, 1897
16. Marquette (Mi) Mining Journal, April 24, 1897
17. Saginaw (Mi) Courier Herald, April 28, 1897
18. Phoenix (Az) Arizona Gazette, April 30, 1897
19. Indianapolis (In) Journal, May 9, 1897

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1. San Francisco (Ca) Examiner, October 23, 1896
2. San Francisco (Ca) Call, November 25, 1896
3. Visalia (Ca) Weekly Delta, December 3, 1896
4. San Francisco (Ca) Call, November 28, 1896
5. Surprise (Nb) Herald, April 9, 1897
6. Chilton (Wi) Times, April 17, 1897
7. Mt. Morris (Il) News, April 14, 1897
8. Wellington (Ks) Sumner County Star, April 15, 1897
9. Willman (Mn) Argus, April 15, 1897
10. Minneapolis (Mn) Times, April 15, 1897
11. Detroit (Mi) Evening News, April 15, 1897
12. Elkhart (In) Weekly Truth, April 15, 1897
13. Detroit (Mi) Free Press, April 16, 1897
14. Minneapolis (Mn) Times, April 15, 1897
15. Carrollton (Mo) Democrat, April 16, 1897
16. Delaware (O) Semi-Weekly Gazette, April 23, 1897
17. Louisville (Ky) Courier Journal, April 22, 1897
18. Memphis (Tn) Commercial Appeal, April 23, 1897
19. Houston (Tx) Post, April 24, 1897
20. London (O) Times, April 29, 1897
21. Carthage (Mo) Press, April 29, 1897
22. Monmouth (Il) Daily News, April 29, 1897
23. Pottsville (Pa) Republican, May 5, 1897



CAPELLA:

1. San Francisco (Ca) Call, November 24, 1896
2. Stockton (Ca) Record, November 25, 1896
3. Loren E. Gross, "The UFO Wave of 1896", (Privately Published, 1974), page 17
4. Loren E. Gross, "The UFO Wave of 1896", (Privately Published, 1974), page 14
5. Eureka (Ca) Daily Humboldt Times, November 29, 1897
6. Mt. Morris (Il) News, April 7, 1897
7. Kansas City (Mo) Times, April 3, 1897
8. Aberdeen (SD) Daily News, April 12, 1897
9. Marinette (Wi) Daily Eagle, April 10, 1897
10. Waverly (Ia) Democrat, April 15, 1897
11. Dubuque (Ia) Daily Telegraph, April 12, 1897
12. Aberdeen (SD) Daily News, April 14, 1897
13. Minneapolis (Mn) Times, April 15, 1897
14. Vincennes (In) Commercial, April 17, 1897
15. Detroit (Mi) Evening News, April 18, 1897
16. Breckenridge (Mo) Bulletin, April 23, 1897
17. Salida (Co) Mail Twice a Week, April 27, 1897

DENEB:

1. San Francisco (Ca) Chronicle, November 23, 1896
2. Visalia (Ca) Weekly Delta, November 26, 1896
3. Visalia (Ca) Weekly Delta, December 3, 1896
4. Reno (Nv) Gazette, December 3, 1896
5. San Francisco (Ca) Chronicle, December 5, 1896
6. Milwaukee (Wi) Sentinel, April 11, 1897
7. Ottumwa (Ia) Democrat, April 14, 1897
8. Palmyra (Mo) Spectator, April 15, 1897
9. Sheboygan (Wi) Telegram, April 12, 1897
10. Highland Park (Il) News, April 23, 1897

FOMALHAUT:

1. San Francisco (Ca) Chronicle, November 28, 1896
2. Marysville (Ca) Daily Appeal, December 4, 1896

UNKNOWN STARS:

1. Osage (Ia) News, April 22, 1897
2. San Francisco (Ca) Call, November 24, 1896
3. Ibid
4. San Francisco (Ca) Call, November 25, 1896
5. San Francisco (Ca) Call, November 26, 1896
6. Woodland (Ca) Daily Democrat, November 24, 1896
7. Bronson (Ks) Record, December 17, 1896
8. Chicago (Il) Chronicle, February 2, 1897
9. Papillion (Nb) Times, March 18, 1897
10. Hudson (Mi) Post, April 2, 1897
11. Stockton (Ks) Western News, April 1, 1897
12. Ellsworth (Ks) Messenger, April 8, 1897
13. Hermann (Nb) Review, April 10, 1897
14. Lake Mills (Wi) Leader, April 15, 1897

15. Burlington (Ia) Hawk-eye, April 11, 1897
16. Omaha (Nb) Bee, April 8, 1897
17. Albert Lea (Mn) Freeborn County Standard, April 14, 1897
18. Minneapolis (Mn) Tribune, April 9, 1897
19. Kankakee (Il) Gazette, April 15, 1897
20. Ibid
21. Burlington (Ia) Hawk-eye, April 13, 1897
22. Kenosha (Wi) Evening News, April 10, 1897
23. East St. Louis (Il) Journal, April 12, 1897
24. Algonia (Ia) Republican, April 14, 1897
25. Moline (Il) Mail, April 12, 1897
26. Columbus (O) Evening Press, April 20, 1897
27. Northfield (Mn) News, April 17, 1897
28. Springfield (Il) News, April 12, 1897
29. Aberdeen (SD) Daily News, April 13, 1897
30. Chicago (Il) Times Herald, April 14, 1897
31. Saginaw (Mi) Courier Herald, April 14, 1897
32. Tipton (Ia) Advertiser, April 15, 1897
33. Kalamazoo (Mi) Telegraph, April 16, 1897
34. Union City (In) Times, April 16, 1897
35. St. Paul (Mn) Pioneer Press, April 14, 1897
36. Nashville (Tn) Banner, April 16, 1897
37. Canton (Il) Register, April 15, 1897
38. Willman (Mn) Argus, April 15, 1897
39. Minneapolis (Mn) Times, April 14, 1897
40. Janesville (Mn) Argus, April 15, 1897
41. Algonia (Ia) Courier, April 14, 1897
42. Cedar Springs (Mi) Clipper, April 21, 1897
43. Elwood (In) Labor Record, April 15, 1897
44. Dallas (Tx) Morning News, April 16, 1897
45. Ottumwa (Ia) Courier, April 15, 1897
46. Paris (Mo) Mercury, April 16, 1897
47. Minneapolis (Mn) Times, April 15, 1897
48. Indianapolis (In) Sentinel, April 15, 1897
49. Fort Wayne (In) Morning Journal, April 15, 1897
50. Alton (Il) Evening Telegraph, April 16, 1897
51. Dallas (Tx) Morning News, April 18, 1897
52. Minneapolis (Mn) Tribune, April 16, 1897
53. Louisville (Ky) Post, April 16, 1897
54. Nashville (Tn) Sun, April 16, 1897
55. Quincy (Il) Whig, April 16, 1897
56. San Antonio (Tx) Express, April 17, 1897
57. Lake Crystal (Mn) Union, April 21, 1897
58. Cuba (Mo) Crawford County Telephone, April 23, 1897
59. Grand Forks (ND) Plaindealer, April 17, 1897
60. Athens (O) Messenger & Herald, April 22, 1897
61. Dallas (Tx) Morning News, April 19, 1897
62. Paducah (Ky) Sun, April 19, 1897
63. St. Louis (Mo) Post Dispatch, April 19, 1897
64. Angola (In) Steuben Republican, April 21, 1897
65. St. Cloud (Mn) Daily Times, April 21, 1897
66. Columbus (In) Republican, April 19, 1897
67. Dallas (Tx) Morning News, April 18, 1897
68. Denver (Co) Rocky Mountain News, April 21, 1897

69. Columbus (O) Evening Press, April 23, 1897
70. Fort Atkinson (Wi) Jefferson County Union, April 30, 1897
71. Hiawatha (Ks) Brown County World, April 30, 1897
72. Houston (Tx) Post, April 30, 1897
73. Austin (Tx) Statesman, April 26, 1897
74. San Antonio (Tx) Express, April 26, 1897
75. Emmetsburg (Ia) Democrat, April 28, 1897
76. Cleveland (O) Leader, May 4, 1897
77. New York (NY) Herald, May 1, 1897
78. Silver Plume (Co) Silver Standard, May 8, 1897

APPENDIX J:

1. Loren E. Gross, "The UFO Wave of 1896", (Privately Published, 1974), page 15
2. Ibid
3. San Francisco (Ca) Call, November 22, 1896
4. San Francisco (Ca) Call, November 19, 1896
5. Tacoma (Wa) Daily News, November 26, 1896
6. Oakland (Ca) Tribune, November 23, 1896
7. San Francisco (Ca) Call, November 21, 1896
8. Grass Valley (Ca) Morning Union, November 24, 1896
9. Sacramento (Ca) Bee, November 23, 1896
10. San Francisco (Ca) Chronicle, November 24, 1896
11. Carson City (Nv) Morning Appeal, November 25, 1896
12. San Francisco (Ca) Chronicle, November 24, 1896
13. Ibid
14. Loren E. Gross, "The UFO Wave of 1896", (Privately Published, 1974), page 13
15. McMinnville (Or) Telephone Register, November 26, 1896
16. San Francisco (Ca) Call, November 25, 1896
17. Gordon Lore and Harold Deneault, Jr., "Mysteries of the Skies", (Englewood Cliffs, N.J., Prentice Hall, Inc., 1968)
18. Reno (Nv) Gazette, November 25, 1896
19. Gordon Lore and Harold Deneault, Jr., "Mysteries of the Skies", (Englewood Cliffs, N.J., Prentice Hall, Inc., 1968)
20. San Francisco (Ca) Call, December 2, 1896
21. Sacramento (Ca) Bee, November 27, 1896
22. Loren E. Gross, "The UFO Wave of 1896", (Privately Published, 1974), page 13
23. Tacoma (Wa) News, November 28, 1896
24. Visalia (Ca) Times Delta, October 11, 1974
25. Loren E. Gross, "The UFO Wave of 1896", (Privately Published, 1974), page 22
26. Fresno (Ca) Semi-Weekly Expositor, November 30, 1896
27. Loren E. Gross, "The UFO Wave of 1896", (Privately Published, 1974), page 22
28. Visalia (Ca) Times Delta, October 11, 1974
29. Ibid
30. Salinas (Ca) Democrat, December 5, 1896
31. Yuba City (Ca) Farmer, December 4, 1896
32. Stockton (Ca) Record, November 27, 1896
33. Visalia (Ca) Tulare County Times, December 3, 1896
34. Marysville (Ca) Daily Appeal, December 4, 1896
35. Visalia (Ca) Weekly Delta, December 10, 1896
36. Beatrice (Nb) Daily Express, February 16, 1897
37. Kearney (Nb) Daily Hub, February 20, 1897
38. Lexington (Nb) Dawson County Pioneer, February 27, 1897
39. Stella (Nb) Press, March 5, 1897

40. Kalamazoo (Mi) Telegraph, April 15, 1897
41. Kearney (Nb) Daily Hub, March 1, 1897
42. Lexington (Nb) Dawson County Pioneer, March 6, 1897
43. Hastings (Nb) Tribune, March 5, 1897
44. Skylook #35, October 1970, page 16
45. Fremont (Nb) Herald, March 16, 1897
46. Omaha (Nb) Bee, March 29, 1897
47. Elsie (Nb) Leader, April 15, 1897
48. Hiawatha (Ks) Kansas Democrat, April 1, 1897
49. Osborne (Ks) Osborne County Farmer, April 8, 1897
50. Wausau (Wi) Semi Weekly Record, April 6, 1897
51. Topeka (Ks) State Journal, March 30, 1897
52. Osborne (Ks) Osborne County Farmer, April 8, 1897
53. Clinton (Ia) Morning Age, April 11, 1897
54. McCook (Nb) Courier, March 11, 1897
55. Benton Harbor (Mi) Evening News, April 1, 1897
56. Detroit (Mi) News, March 24, 1897
57. Gothenburg (Nb) Independent, March 13, 1897
58. Stanton (Nb) Weekly Picket, March 18, 1897
59. Wausau (Wi) Semi Weekly Record, April 6, 1897
60. Osage City (Ks) Free Press, April 8, 1897
61. Phillipsburg (Ks) Herald, April 8, 1897
62. Creighton (Nb) Courier, April 8, 1897
63. Omaha (Nb) Bee, April 9, 1897
64. Trenton (Mo) Republican, April 10, 1897
65. Clinton (Ia) Morning Age, April 11, 1897
66. Dubuque (Ia) Herald, April 10, 1897
67. Emmetsburg (Ia) Democrat, April 14, 1897
68. Paullina (Ia) Times, April 15, 1897
69. Sterling (Il) Gazette, April 10, 1897
70. Milwaukee (Wi) Sentinel, April 10, 1897
71. Minneapolis (Mn) Times, April 9, 1897
72. Marshalltown (Ia) Statesman Press, April 13, 1897
73. Waupaca (Wi) Republican, April 16, 1897
74. Dixon (Il) Telegraph, April 12, 1897
75. Fayetteville (NC) Observer, April 10, 1897
76. Ironton (O) Register, April 15, 1897
77. Kansas City (Mo) Journal, April 10, 1897
78. Dixon (Il) Telegraph, April 13, 1897
79. Dixon (Il) Telegraph, April 10, 1897
80. Watseka (Il) Republican, April 14, 1897
81. Holdrege (Nb) Weekly Progress, April 16, 1897
82. Chokio (Mn) Times, April 14, 1897
83. Wilmington (NC) Messenger, April 11, 1897
84. Burlington (Ia) Hawk-eye, April 10, 1897
85. Robinson (Il) Argus, April 14, 1897
86. Marshalltown (Ia) Times Republican, April 13, 1897
87. Dixon (Il) Telegraph, April 14, 1897
88. Gretna (Nb) News, April 15, 1897
89. Hoisington (Ks) Dispatch, April 15, 1897
90. Pittsfield (Il) Pike County Democrat, April 13, 1897
91. Janesville (Wi) Gazette, April 14, 1897
92. Lafayette (In) Daily Courier, April 12, 1897
93. Kentland (In) Newton County Enterprise, April 15, 1897

94. Winston (NC) Union Republican, April 15, 1897
95. Garner (Ia) Hancock County Democrat, April 15, 1897
96. Paullina (Ia) Times, April 15, 1897
97. Armstrong (Ia) Journal, April 16, 1897
98. Bloomington (Il) Pantagraph, April 12, 1897
99. Chicago (Il) Tribune, April 11, 1897
100. Jerseyville-(Il) Jersey County Democrat, April 15, 1897
101. DePere (Wi) News, April 17, 1897
102. Omaha (Nb) Bee, April 14, 1897
103. Aberdeen (SD) Brown County Sentinel, April 15, 1897
104. Chicago (Il) Times Herald, April 12, 1897
105. Belle Plaine (Mn) Herald, April 14, 1897
106. Cambria (Wi) News, April 16, 1897
107. Watertown (Wi) Times, April 12, 1897
108. Shelbyville (In) Shelby Twice a Week Republican, April 16, 1897
109. Harvard (Il) Herald, April 18, 1897
110. Mansfield (O) Semi Weekly News, April 13, 1897
111. Faribault (Mn) Pilot, April 15, 1897
112. Darlington (Wi) Journal, April 14, 1897
113. La Crosse (Wi) Daily Press, April 12, 1897
114. Superior (Wi) Leader, April 13, 1897
115. Orma (Wi) Herald, April 12, 1897
116. Spring Green (Wi) Home News, April 15, 1897
117. Chicago (Il) Times Herald, April 13, 1897
118. Chicago (Il) Evening Post, April 12, 1897
119. Niles (Mi) Star, April 12, 1897
120. Potosi (Mo) Journal, April 14, 1897
121. St. Louis (Mo) Post, April 12, 1897
122. Marionville (Mo) Free Press, April 15, 1897
123. St. Paul (Mn) Pioneer Press, April 13, 1897
124. Wilmington (NC) Messenger, April 13, 1897
125. Lacon (Il) Marshall County Democrat, April 15, 1897
126. Baraboo (Wi) Evening News, April 13, 1897
127. Bowen (Il) Chronicle, April 15, 1897
128. Milwaukee (Wi) Sentinel, April 13, 1897
129. Emporia (Ks) Republican, April 13, 1897
130. Indianapolis (In) Sentinel, April 13, 1897
131. Henry (Il) Republican, April 15, 1897
132. La Grange (In) Standard, April 15, 1897
133. Galesburg (Il) Evening Mail, April 13, 1897
134. Rockford (Il) Gazette, April 15, 1897
135. Cincinnati (O) Enquirer, April 14, 1897
136. Princeton (Mn) Union, April 15, 1897
137. Little Rock (Ak) Arkansas Gazette, April 15, 1897
138. Dayton (Ia) Review, April 15, 1897
139. Superior (Wi) Evening Telegram, April 12, 1897
140. Stockton (Il) Herald, April 15, 1897
141. Terre Haute (In) Evening Gazette, April 13, 1897
142. Minneapolis (Mn) Times, April 14, 1897
143. Wilmington (NC) Messenger, April 13, 1897
144. Cincinnati (O) Enquirer, April 15, 1897
145. La Crosse (Wi) Morning Chronicle, April 14, 1897
146. Baraboo (Wi) News, April 14, 1897
147. St. Cloud (Mn) Daily Times, April 21, 1897

148. Monroe (Wi) County Journal, April 20, 1897
149. St. Louis (Mo) Star, April 14, 1897
150. Danville (Il) Daily News, April 17, 1897
151. David City (Nb) News, April 15, 1897
152. Fargo (ND) Forum, April 14, 1897
153. Buffalo (Mn) Gazette, April 16, 1897
154. Oconto (Wi) County Reporter, April 16, 1897
155. Adrian (Mn) Evening Telegram, April 14, 1897
156. Delavan (Mn) Herald, April 16, 1897
157. Ft. Atkinson (Wi) Jefferson County Union, April 16, 1897
158. Holdrege (Nb) Citizen Forum, April 16, 1897
159. Lambertton (Mn) Star, April 16, 1897
160. Mankato (Mn) Free Press, April 14, 1897
161. Fargo (ND) Forum, April 14, 1897
162. Marinette (Wi) Eagle, April 14, 1897
163. Brodhead (Wi) Busy Citizen, April 22, 1897
164. Newton (Ks) Kansan, April 14, 1897
165. Northfield (Mn) News, April 17, 1897
166. Sedalia (Mo) Daily Capitol, April 14, 1897
167. St. Louis (Mo) Star, April 14, 1897
168. Minneapolis (Mn) Times, April 14, 1897
169. Stromsburg (Nb) Weekly News, April 16, 1897
170. Waupaca (Wi) Republican, April 16, 1897
171. Bismarck (ND) Tribune, April 14, 1897
172. Champaign (Il) Daily Gazette, April 16, 1897
173. Benton Harbor (Mi) Palladium, April 15, 1897
174. Champaign (Il) Daily Gazette, April 16, 1897
175. Terre Haute (In) Express, April 15, 1897
176. Jetmore (Ks) Republican, April 21, 1897
177. Mankato (Mn) Ledger, April 19, 1897
178. Kokomo (In) Daily Tribune, April 16, 1897
179. Neenah (Wi) Daily Times, April 15, 1897
180. Oskaloosa (Ia) Evening Herald, April 15, 1897
181. Ferrysville (In) Record, April 16, 1897
182. Benton Harbor (Mi) Evening Press, April 15, 1897
183. Bloomfield (Mo) Budget, April 17, 1897
184. Minneapolis (Mn) Tribune, April 16, 1897
185. Window (Mn) Reporter, April 22, 1897
186. Sioux Falls (SD) Argus Leader, April 19, 1897
187. St. Cloud (Mn) Daily Times, April 21, 1897
188. Adrian (Mi) Evening Telegram, April 17, 1897
189. Chicago (Il) Tribune, April 16, 1897
190. East Grand Forks (Mn) Courier, April 16, 1897
191. Elgin (Mn) Free Press, April 16, 1897
192. St. Paul (Mn) Pioneer Press, April 17, 1897
193. Dallas (Tx) Morning News, April 18, 1897
194. Grove City (Mn) Times, April 23, 1897
195. Lakota (ND) Nelson County Herald, April 22, 1897
196. Princeton (Il) Bureau County Republican, April 22, 1897
197. Spring Green (Wi) Home News, April 22, 1897
198. Princeton (Il) Bureau County Republican, April 22, 1897
199. Omaha (Nb) Bee, April 17, 1897
200. Sleepy Eye (Mn) Dispatch, April 22, 1897
201. St. Joseph (Mo) Gazette, April 16, 1897

202. Dallas (Tx) Morning News, April 18, 1897
203. Alton (Il) Sentinel Democrat, April 17, 1897
204. Austin (Tx) Statesman, April 20, 1897
205. Cannelton (In) Inquirer, April 24, 1897
206. Columbus (O) Dispatch, April 15, 1897
207. Harvard (Il) Herald, April 23, 1897
208. Mowence (Il) Reporter, April 30, 1897
209. Chicago (Il) Times Herald, April 17, 1897
210. Dallas (Tx) Morning News, April 16, 1897
211. Austin (Tx) Statesman, April 19, 1897
212. Monroe City (Mo) News, April 22, 1897
213. Neenah (Wi) Daily Times, April 17, 1897
214. Salem (O) Daily News, April 19, 1897
215. St. Edward (Nb) Sun, April 23, 1897
216. Texarkana (Ak) Daily Texarkanian, April 18, 1897
217. Columbus (O) Evening Press, April 17, 1897
218. Chicago (Il) Times Herald, April 17, 1897
219. Houston (Tx) Post, April 20, 1897
220. Coffeyville (Ks) Journal, April 19, 1897
221. Dallas (Tx) Morning News, April 18, 1897
222. Chester (Il) Tribune, April 29, 1897
223. Nashville (Tn) Sun, April 20, 1897
224. Sandstone (Mn) Pine County Courier, April 21, 1897
225. Toulon (Il) Stark County News, April 20, 1897
226. Winthrop (Mn) News, April 22, 1897
227. Atchison (Ks) Daily Champion, April 19, 1897
228. Houston (Tx) Post, April 22, 1897
229. Florence (Co) Daily Herald, April 20, 1897
230. Enid (Ok) Daily Wave, April 19, 1897
231. Moundsville (WV) Daily Echo, April 19, 1897
232. Paducah (Ky) Sun, April 19, 1897
233. Paducah (Ky) News, April 23, 1897
234. Centralia (Il) Centineal, April 22, 1897
235. Sycamore City (Il) Weekly, April 22, 1897
236. Stuart (Nb) Ledger, April 22, 1897
237. Marion (In) Grant County News, April 23, 1897
238. La Harpe (Il) La Harper, April 23, 1897
239. Cushing (Ok) Herald, April 23, 1897
240. Harrisville (Mi) Alcona County Review, April 22, 1897
241. New Paynesville (Mn) Press, April 22, 1897
242. Dallas (Tx) Morning News, April 21, 1897
243. Buffalo (Mn) Journal, April 21, 1897
244. Ibid
245. Virginia (Il) Enquirer, April 22, 1897
246. Hebron (Nb) Journal, April 23, 1897
247. Marka (Ks) News, April 23, 1897
248. Wahoo (Nb) Wasp, April 23, 1897
249. Cleveland (O) Leader, April 27, 1897
250. Fort Wayne (In) Weekly Gazette, April 22, 1897
251. Bloomington (Nb) Echo, April 23, 1897
252. Tiffin (O) Daily Advertiser, April 29, 1897
253. Opelousas (La) St. Landry Clarion, April 24, 1897
254. La Mars (Ia) Globe, April 24, 1897
255. Alexandria (Mn) Republican, April 28, 1897

256. Logansport (In) Journal, April 27, 1897
257. Plankinton (SD) Herald, April 28, 1897
258. Kingwood (WV) Preston County Journal, April 29, 1897
259. Harvard (Il) Herald, April 23, 1897
260. Mokence (Il) Reporter, April 30, 1897
261. Long Prairie (Mn) Leader, April 30, 1897
262. Washington (In) Daviess County Democrat, April 24, 1897
263. Scranton (Pa) Times, April 30, 1897
264. Chester (Il) Tribune, April 29, 1897
265. Belle Plain (Ks) News, April 26, 1897
266. Chanute (Ks) Tribune, April 27, 1897
267. Frankfort (In) Daily Crescent, April 26, 1897
268. Houston (Tx) Post, April 30, 1897
269. Cleveland (O) Leader, April 29, 1897
270. Delaware (O) Semi Weekly Gazette, April 30, 1897
271. Phoenix (Az) Arizona Gazette, April 30, 1897
272. Washburn (Wi) Times, May 5, 1897
273. Michigan City (In) Evening News, April 15, 1897
274. Brainerd (Mn) Dispatch, April 16, 1897
275. Butler (Mo) Weekly Times, April 15, 1897
276. Aledo (Il) Democrat, April 27, 1897
277. Cassville (Wi) Index, April 27, 1897
278. Omaha (Nb) Bee, April 17, 1897
279. David Michael Jacobs, "The UFD Controversy in America", (Bergenfield, N.J., New American Library, 1975), page 4
280. McPherson (Ks) Daily Republican, April 23, 1897
281. Libertyville (Il) Lake County Independent, April 30, 1897
282. Horton (Ks) Headlight, April 22, 1897
283. Humboldt (Ia) Republican, April 15, 1897
284. Berlin (Wi) Daily Journal, April 24, 1897
285. Plano (Il) Kendall County News, April 21, 1897
286. Kentland (In) Democrat, April 30, 1897
287. Ortonville (Mn) Big Stone County Journal, April 23, 1897
288. Arapanoe (Nb) Public Mirror, April 15, 1897
289. Indianapolis (In) Sentinel, April 20, 1897
290. Kingman (Az) Our Mineral Wealth, April 30, 1897
291. Chaska (Mn) Weekly Valley Herald, April 22, 1897
292. Stillman Valley (Il) Graphic, April 16, 1897
293. Benton Harbor (Mi) Evening News, April 15, 1897
294. Ypsilanti (Mi) Commercial, April 22, 1897
295. Jonesboro (Ak) Sun, May 20, 1897
296. Caldwell (O) Press, May 6, 1897
297. Bonner Springs (Ks) Wyandotte Chieftain, May 6, 1897
298. Popular Bluff (Mo) Republican, May 6, 1897
299. Long Prairie (Mn) Leader, May 7, 1897
300. Atlanta (Ga) Journal, May 18, 1897
301. Shelbyville (Tn) Gazette, May 13, 1897

QUESTION EVALUATION:

1. San Francisco (Ca) Call, November 19, 1896
2. San Francisco (Ca) Call, November 23, 1896
3. San Francisco (Ca) Call, November 22, 1896
4. San Francisco (Ca) Call, November 24, 1896



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5. Loren E. Gross, "The UFO Wave of 1896", (Privately Published, 1974), page 7-8
6. Sedgewick (Ks) Pantagraph, April 1, 1897
7. Ibid
8. Topeka (Ks) State Journal, April 8, 1897
9. Kiowa (Ks) Journal, April 15, 1897
- 10. Oshkosh (Wi) Northwestern, April 10, 1897
11. Cottonwood Falls (Ks) Revielle, April 15, 1897
12. Bloomington (Il) Pantagraph, April 12, 1897
13. Dallas (Tx) Morning News, April 19, 1897
14. Abilene (Ks) Daily Reflector, April 14, 1897
15. Mantorville (Mn) Express, April 16, 1897
16. Richmond (In) Daily Telegram, April 18, 1897
17. Sleepy Eye (Mn) Dispatch, April 22, 1897
18. Delaware (O) Democratic Herald, April 22, 1897
19. Galveston (Tx) Daily News, April 20, 1897
20. Osgood (In) Journal, April 24, 1897
21. Ibid.
22. Houston (Tx) Post, April 22, 1897
23. Saginaw (Mi) Courier Herald, April 21, 1897
24. Saginaw (Mi) Evening News, April 20, 1897
25. Philadelphia (Pa) Public Ledger, April 21, 1897
26. Elwood (In) Labor Record, April 21, 1897
27. Nevada (Mo) Daily Mail, April 20, 1897
28. Louisville (Ky) Courier Journal, April 22, 1897
29. Owensville (Ky) Messenger, April 24, 1897
30. Cleveland (O) Leader, May 4, 1897
31. Atlantic (Ia) Telegraph, April 22, 1897
32. Terre Haute (In) Evening Gazette, April 22, 1897
33. Thibodeaux (La) Weekly Sentinel, April 24, 1897
34. Youngstown (O) Weekly Telegram, April 22, 1897
35. Wahoo (Nb) Wasp, April 29, 1897
36. Pottsville (Pa) Republican, April 23, 1897
37. Portsmouth (O) Blade, April 24, 1897
38. Portsmouth (O) Republican, April 24, 1897
39. Detroit (Mi) News, April 6, 1897
40. Fort Atkinson (Wi) Jefferson County Union, April 23, 1897
41. Nashville (Tn) Sun, April 18, 1897
42. Huntington (Tn) Carroll County Democrat, May 14, 1897
43. Jacksonville (Fl) Florida Times Union, May 2, 1897

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