

TRAINING SCHOOL FOR AIRSHIPS

Flying Machines Supplant Horses on Famous Morris Race Track in New York City, Now Aviation Grounds.

NOW ACTUAL PROBLEM

Air Craft, Put Through Paces on World's First Aerial Course—Where Poor Inventor Has a Chance.

NEW YORK, Oct. 3.—The navigation of the air has at last become an actual problem in the science of transportation.

Like every other development in this field the airship has had to go through a period in which it has been regarded merely as a scientific and expensive toy, attainable only by the rich.

Now all this is changed for within the past few weeks New York has not only made experimentation in air navigation possible for persons of small means, but has also seen the incorporation of an aerial travel company which plans to carry passengers through the air above the streets of the city just as other means of transportation now do on the ground.

Indeed it is now even claimed that some not distant future date will see the movements of various city thoroughfares colored in different tones in order that aerial navigators may be able to distinguish easily places in which they may land.

Of course all this may sound visionary. Actually, however, it is not. There is nothing more impossible about it than there was in connection with the phonograph or the telephone.

Up to now this has been in the hands of a few men. In this country and indeed throughout the world, interest has been largely centered in the Wright aeroplanes, the famous "June Bug" of the Hammondsport group of experimenters, and abroad in the machines of Farman, Delagrange and a few others.

But now the development of flying has for the first time been made possible for the man of small means. Within a few months this city has seen the organization of the Aeronautic society, made up of men interested in a practical way in aeronautics, which has for its purpose the furnishing of testing grounds, toolsheds, and all the necessary paraphernalia for experiments in the navigation of the air by heavier than air machines.

Nothing could exemplify better than the organization of the Aeronautic Society, not only that there is an important future for air navigation, but the belief that as a practical problem it will be solved by practical investigators and not by persons of wealth who merely regard flying as offering a possibility of a new and expensive sensation.

The land which has been leased by the Society on which to conduct experiments is none other than the old Morris park race track. In this city, in former years the scene of many an exciting contest between turf favorites. Here with a clear air track, the first of its kind in the world, measured more than two miles, airships, the latest development in transportation, will supplant the horse. In the club house now devoted to the work of the Aeronautic Society photographs of every conceivable kind of air machine

and models of all kinds of aerial construction from kites to dirigible balloons have supplanted the portraits of famous equine racers. Already at this first practical air park in the world more than a dozen machines are completed or in the course of construction, and in connection with the whole project nothing is more significant of the practical future of the airship than the fact that most of the experimenters are men of small means—wage earners, mechanics and the like. It was primarily to give an opportunity to such men as these that the Aeronautic Society was organized.

Perhaps the most interesting of the various flying machines now being tested at the new aviation grounds is the helicopter of W. R. Kimball. Except for Maxim's dirigible it is the most expensive and the most beautifully constructed airship in the world. Its motor is a marvel, weighing only 125 pounds it nevertheless develops fifty horsepower by which the twenty propeller blades are driven. This helicopter which cost \$10,000 is of course entirely different from the Wright aeroplane. It consists of a frame on which the motor is placed in front with the seat for the operator directly behind. Above are the twenty propellers which not only drive the machine forward but lift it as well.

These propellers resemble nothing more than the old-fashioned wooden fan often seen in restaurants. The motor, however, is capable of turning them at a rate of more than 2,200 times a minute. At this speed the blades are of course invisible. In the next shed to this \$10,000 beauty is the Williams "bi-plane," so-called because of the manner in which its planes are rigged. In the very near future to the Schroeder "arrow-plane" is to be tried out, according to its inventor. This machine takes its name from its form, being low and narrow, shaped like an arrow, and with its center of gravity extremely low. This low center of gravity it is expected will give the machine great steadiness and eliminate the danger of capsizing which has always been a difficulty in the use of air planes.

The most remarkable thing about this new machine, however, is its shape, or rather the significance of the shape. Other air planes are broad, so broad indeed that they could never light in a city street. The new machine, however, is designed to do just this successfully, and therefore marks the first commercial application of the navigation of the air.

These of course are all expensive machines, as the term is generally understood, and while they are remarkable they do not in one way typify the purpose of the Aeronautic club so well as many others. The purpose of the society is to encourage and aid the experimentation by persons who without such assistance could never afford to develop and test their ideas. It is as significant therefore, as it is little realized, that the greater part of the construction now under way at this first "air course" in the country is actually being carried on by men of small means. There are gliders and wind wagons, in fact nearly every kind of construction known and unknown, and as a result it may yet happen, as the Aeronautic society hopes, that from some now obscure source will come the realization of a practical flying machine. Naturally the man of small means realizes best the need of an inexpensive machine which will not be merely a millionaire's toy. And while public interest has been centered in the experiments of the Wrights, it is an extremely significant fact for the future of flying that nearly two dozen ideas are now being tried out at Morris Park by quiet men who are all working for a practical solution of the problem of aerial navigation.

To most persons of course this problem is a scaled one. Somehow it seems hard to realize that the flying machine is coming. But to see the practical work now going on at Morris Park is to understand the matter in a different way. In the sheds which equine kings formerly occupied are now various machines, tools and models, and almost daily tests are being made. Although the course which has been leased for a year is open at all times, Sundays especially are open days when the public is invited to come and inspect. In the same spirit too any one with any sort of an idea for air navigation or any sort of a vehicle driven by an air propeller is welcomed by the society. Every Wednesday night at the weekly meetings all such persons are invited to be present. To them is given all the aid of the society in testing out their ideas. Morris Park is now really a public flying course and the sheds, shops and tools and advice of the society are freely given to all who are interested.

A catapult, or launching apparatus, has been erected which will give the necessary impetus to gliders and similar machines. The glider indeed while it has no engine and is really only a sort of huge kite, is interesting because it represents what may be called the first step in flying. With the operator sitting or lying below the kite wings it is projected from the catapult by releasing a heavy weight and shot into the air with a large in-

itial impulse. Once launched it is up to the operator to keep his balance by twisting his body about. As this problem of balance is a most difficult one in motor driven air planes like the Wrights, for instance, the glider or kite may be regarded as the first step in flying. In their it is similar to the sailing flight of birds which having attained an initial velocity may glide for miles through the air without moving a pinion.

Of course not even the most enthusiastic look for the immediate production of a practical and cheap flying machine. But the Aeronautic society and the work which it is carrying on at the old race track are extremely significant. Without doubt it marks the beginning of a new stage in air navigation. Never before have men of small means been able to test their ideas, and the existence of the first public air track in the world is in itself a remarkable indication that there is a practical future for air machines. With work and experiments going ahead steadily it is also the purpose of the society to hold special public exhibitions from time to time. Strong in the belief that no points is too small to be carefully studied, prizes will be offered for even kite flying by schoolchildren. The now famous tetrahedral kite has taught much, and it is the belief of the members of the society that it may teach still more. Nothing in connection with any air apparatus, it is held, is too small to be considered. The steam engine started from a tea kettle, the balloon from a paper bag. So while all kinds of air vehicles will be seen at the park including various machines, nothing will be looked upon as insignificant. The aeronautic society believes that flying will be solved in a practical way. As a result of this belief New York now has the first and only public flying grounds and shops in the country, where the impecunious experimenter can test his ideas and receive advice and assistance just as well as can the millionaire. It may look like socialism or philanthropy. In reality it is neither. It is, however, an extremely significant development in the solution of the problem of flying.

EXCITEMENT OVER COLLEGE ELECTIONS

Three Classes Have Already Held Elections and Hard Fight Was Made For Control.

[Gate City Special Service.] IOWA CITY, Ia., Oct. 3.—It has been years since there has been the excitement at the university over class elections that is being shown this year. Three classes have already held their annual meetings and in each case there was a great strife among opposing factions for control. One thing, however, is noticeable, and that is that as soon as the elections are over party politics are forgotten, and the members all work in harmony for the interest of the entire class.

COAST MERCHANTS TAKE A TRIP

Will Greet American Battleships on Arrival in Land of Setting Sun—Return in November.

SAN FRANCISCO, Oct. 3.—With a view of bringing about an improvement in the commercial relations of the two countries and responding to an invitation issued by the chambers of commerce of the principal cities in Japan, manufacturers, merchants and business men of the Pacific, representing the chambers of commerce and commercial organization of San Francisco, Los Angeles, San Diego, Oakland, Eureka, Portland and Seattle, have sailed on the Japanese steamer Tenyo Maru for Japan for an extended tour of the land of the rising sun.

Choso Koike, the Japanese consul general at San Francisco, and Mrs. Koike accompanied the party, while many of the members took with them their wives and families. In view of the Japanese sentiment which is said to prevail on the Pacific coast among certain classes, the departure of many of the leading merchants and manufacturers of the principal coast cities to study Japan and meet the leading men in the Japanese business world will be an experience and at the same time a demonstration of the cordial feelings of the coast for Japan and its people.

The party will touch at Honolulu, where they will remain long enough to give them an opportunity to view the principal points of interest and reach Japan in time to greet the American battleship fleet upon its arrival in Yokohama, remaining through the chrysanthemum festival and celebration of the emperor's birthday. The party will leave Yokohama on the return trip early in November, but many of the members have declared their intention of remaining in Japan several months.

By far the greatest excitement of the day was at the freshmen election which followed immediately after the Junior voting, and which lasted until after supper time. Waldo Miner, of Ft. Dodge, the leader of the state championship team for the past two years, and a prominent athlete, and one of the star men of the new class won the honor of being the first president of the incoming class. The fact that Miner had already affiliated himself with Zetazathian society was used by his opposition as an argument for another man, but the freshmen class by a large majority endorsed him. He is expected to do exceptionally good work in debating circles, and the Scots are jubilant over his election. The Irvings did not publicly endorse the candidate who opposed Miner.

The freshmen officers are: President—Waldo Miner of Ft. Dodge. Vice-President—Cosgrove of Clarence. Secretary—Towner of Corning. Treasurer—Kock of Davenport. Class Representative—Wade of Dougherty.

Medics Elect. In an election less exciting, but

which abounded in class spirit the Sophomore medics elected the following officers:

President—George Hauberg, of Mt. Auburn. Vice-President—Ward Hanna, of Vin-ton.

ANNUAL REPORT OF T. P. & W.

Carried More Passengers Than Ever Before But the Earnings Show a Decrease.

According to the twenty-first annual report of the T. P. & W. railway company, which has just been issued for the year ending June 30, 1908, there has been a large increase in the figures of the number of passengers carried during the year, but a big decrease in earnings as compared with the figures of the year before. This is due, so officials of the road aver, to the new 2-cent fare law, which has been in effect during the year.

The report as printed shows that during the year there were 815,923 persons carried, an increase of 112,065 as compared with the figures of the year before. The earnings decreased to the amount of \$13,579.27. Getting down to finer figures, the passenger earnings per passenger mile were 1.96 cents as compared with 2.30 cents for the year before. The cost per passenger train mile was 98 cents, an increase of 2 cents.

The freight traffic increased 1,620 tons or 16 per cent. The average earnings per ton mile were 12.4 mills, an increase of 1-10 of a mill, and the average cost was 10.4 mills, a decrease of 5-10 mills. The earnings per freight train mile were \$2.46, an increase of 16 cents as compared with the preceding year, and the average cost was \$2.07, an increase of 4 cents.

Transportation expenses increased \$47,855.35. The principal increase was in locomotive fuel, \$9,811,733; engines, \$3,813,477; water for locomotives, \$2,002,622; loss and damage, \$1,464,633; injury to persons, \$5,445.14, and about \$14,000 for grain doors charged to this accounting the year, an expense heretofore charged to maintenance of equipment.

General expenses increased \$3,745.77 due to additional clerical help in the classification of expenses. Taxes increased, \$1,850.73.

KEOKUK NATIONAL BANK

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KEOKUK NATIONAL BANK advertisement with details of services, interest rates, and directors.

H. E. ALTON'S LIVERY BARN advertisement located at Ninth and Main Sts.

GIPP'S BREWING COMPANY'S AMBERLIN BOTTLED BEER advertisement by James Leffingwell.

Advertisement for I. S. ACKLEY, UNDERTAKING and EMBALMING.

Advertisement for Sigmund Bros. THE KEOKUK CARPET CLEANING AND RUG WORKS.

Advertisement for THE OLD RELIABLE UPPER MISSISSIPPI STEAMERS.