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THIS MAY NAVIGATE THE AIR

Novel Machine Being Built Near Grand Island.

TRIAL TRIP TO BE HELD VERY SOON.

Propelling and Steering to Be Done by Strong Aluminum Propellers.

AN ENGINE WITH GASOLINE AS THE MOTIVE POWER.

Constructed on Lines Essentially Different From Any Aerial Craft Previously Invented.

GRAND ISLAND, CAL., May 22.—A monster airship, built on lines essentially different from any aerial craft ever invented, is in an advanced stage of construction in a secluded spot in the vicinity of Grand Island.

For the past two months the people of the neighborhood have been kept busy guessing what the strange structure is of which they have occasionally caught hasty glimpses. Rumors of a mysterious machine with huge wings, adapted equally for navigation through air or water, have crept into the local paper, and over the whole country for miles around the mysterious craft is the sole topic of speculation.

The airship is being built by the Sweeney-Davenport Manufacturing Company, which has been incorporated with a capital stock of \$10,000, all subscribed and paid up, for the express purpose of making this attempt to solve the long unsolved problem of practical aerial navigation. The officers of the company are F. L. Sweeney, president; M. G. Fornia, vice-president, and C. B. Pooler, secretary and treasurer, who, with W. B. Parrett and C. I. Davenport, constitute the board of directors.

Messrs. Sweeney and Davenport have been busy working on the craft for some weeks past, and but for the delay of Eastern manufacturers in forwarding several parts of the mechanism the ship would have been completed before this, the intention of the inventors having originally been to make the trial trip about the first of May. As it is it will probably be the middle of July before the craft will be launched.

When finished the craft will measure 125 feet in length, 47 1/2 feet from the floor of the car to the top of the cylinder and 37 1/2 feet between the tips of the propellers. The structure will consist of an elliptical gas-filled cylinder, to which a car is attached, and two propellers situated not behind the cylinder, as has been the case with most airships, but on both sides of the craft at the end of revolvable shafts. It differs also from other craft in being without sails or rudder, being steered entirely by the propellers.

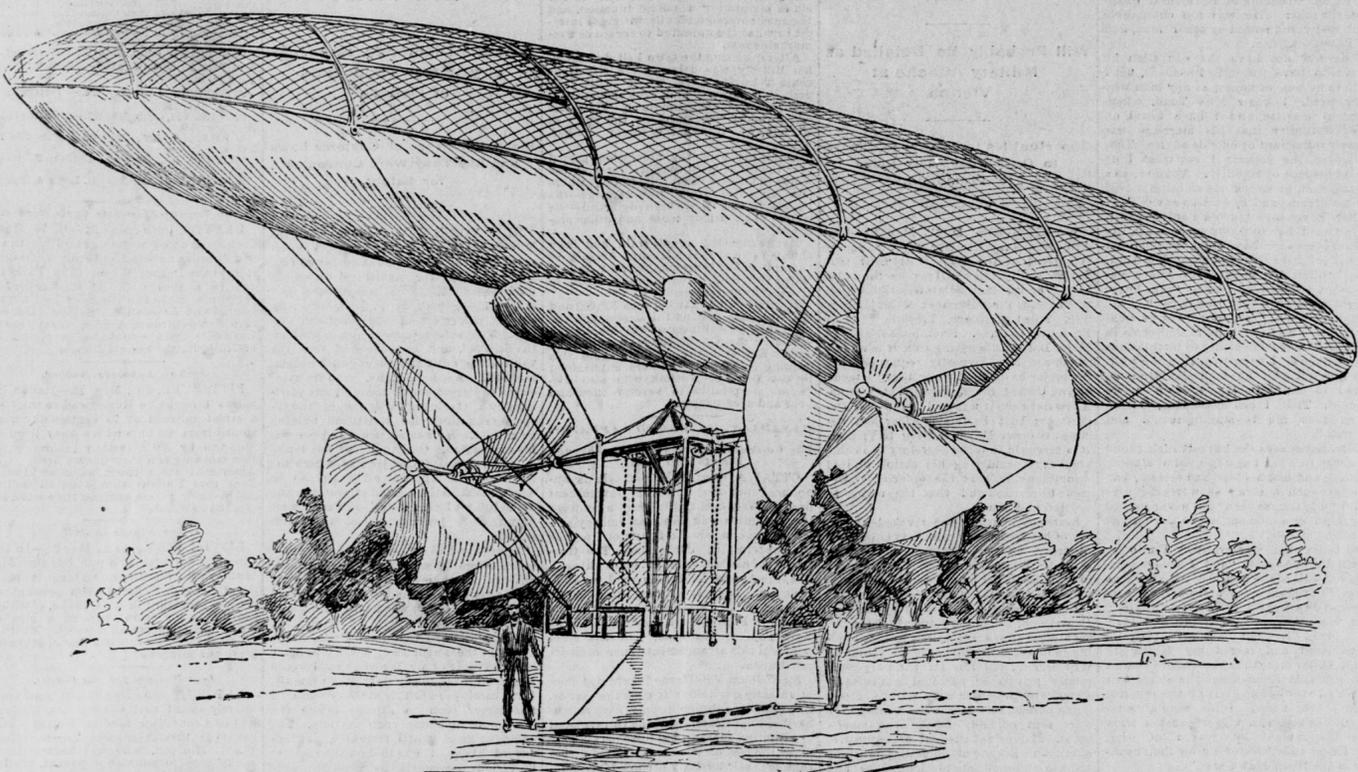
A CALL reporter and artist visited the scene of operations this morning at the Frank S. Hill ranch, on the Sutter County shore of the Sacramento River. Messrs. Davenport and Sweeney were busily at work at the forge and in the carpenter shop, adjusting the mechanism that is to be used in the ship. At present the craft is only partially constructed. The car has been nearly completed and the canvas cylinder has been made. It will be coated inside and outside with rubber paint, and when all is ready for the trial trip, it will be inflated with hydrogen gas. The tank that will be used in generating the gas is already on the ground, and also 800 pounds of sulphuric acid and 8000 pounds of iron shavings that will be used in the process.

"Our structure," said one of the inventors, "is not a flying-machine, but an airship. We rely, for lifting it, on a gas-inflated cylinder with a capacity of 46,000 cubic feet. Pure hydrogen gas will be used, with a total lifting capacity of about 3200 pounds."

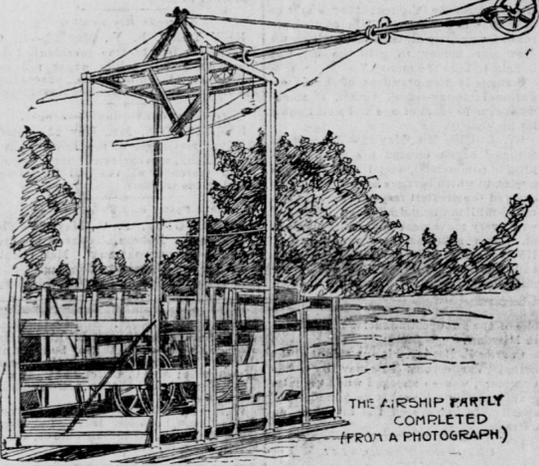
"There are several new features which we have introduced in the construction of the cylinder. Besides being made non-collapsible by the use of bicycle tubing running lengthwise with the cylinder, there is attached to the cylinder underneath it a smaller, or compensating, cylinder, into which the gas escapes as it expands with the rise of the airship. As the ship descends and the gas contracts, it rises from the compensator into the main cylinder. Without this compensator, the gas would have to be allowed to escape into the air, and would thus be lost, or the cylinder would burst from the expansion of the gas. Another improvement is the placing of the safety-valve below the equator of the cylinder, thereby making it impossible for more than half the gas to escape in case of any accident to the valve."

"The cylinder is rigidly connected with the car, which is fifteen feet in length by five in width and weighs 377 pounds. In the car will be placed the motive power, a gasoline engine of four horse-power."

"The most important and essential feature of our ship is the mechanism by which we obtain our propelling and steering power. We depend on no sails or rudders for steering. When these devices are used it is necessary to achieve a considerable speed before the sails or rudders are of any avail. This has been the fatal defect in every attempt at aerial navigation. With our mechanism our ship can be perfectly controlled in any position, whether at rest or in motion. We can turn clear around either way within the length of our ship and ascend or descend perpendicularly independently of the direction of the wind."



THE AIRSHIP AS IT WILL APPEAR WHEN COMPLETED AND READY FOR FLIGHT.



THE AIRSHIP PARTLY COMPLETED (FROM A PHOTOGRAPH)



THE WORKSHOP IN WHICH THE MECHANISM OF THE AIR SHIP IS BEING ADJUSTED (FROM A PHOTOGRAPH)

der and the car, supported at the outer ends of revolvable shafts which extend nine feet on either side of the car. Each propeller consists of six aluminum blades, each blade being about five feet wide and eight feet long. These propellers are fastened upon a revolving shaft placed at right angles to and at the end of the supporting revolvable shaft. Thus the propellers work in a free atmosphere, and the air which they set in motion does not strike against the cylinder and offer resistance to its motion.

"The axis upon which the propellers revolve always points in the direction in which the ship is moving. Consequently to propel the ship in any direction it is only necessary to change the direction of the axis of the propellers. This is accomplished by rotating the supporting shaft by means of a mechanism completely under the control of the operator. Our machinery is fitted throughout with roller and ball-bearings, and in the whole structure there are no cog-gearings. Friction is thus reduced to a minimum.

"Our method of navigating our craft is as simple as, and quite similar to the method used by an oarsman in turning a rowboat. When we wish to turn, we merely direct the axis of one propeller forward and the other backward. In making any of the above changes it is never necessary to slacken the speed of the revolving propellers."

The promoters of the enterprise express the utmost confidence in the success of their venture. They believe that they have solved the vexatious problem of aerial navigation and that their discovery will revolutionize present methods of travel and transportation. "When all our preparations have been completed," declared one of the inventors, "and we set our propellers in motion there is no doubt whatever that we will rise and sail away in whatever direction we please. We have calculated everything carefully, and we know absolutely that the gas in our cylinder will raise us off the ground. We shall experiment in filling the cylinder until we have enough gas to just lift the car. When we have secured equilibrium between the buoyant power of the gas and the opposing weight of the ship we will start our propellers going and soar away."

"Our first trips will be only for a short distance, probably to San Francisco and back, and we will not set forth in the darkness of the night, as nearly all previous air-navigators have done. We will start out in broad daylight, and we will give people a full opportunity to see our craft and its workings. We will hover over San Francisco for several hours, to give everybody a chance to see our ship."

"After our trial trip," he continued, "we intend to make a transcontinental journey to the National capital. The project is perfectly feasible. We will have no difficulty in carrying sufficient gasoline to supply our engine for a week, and gasoline is something easily obtainable anywhere. You see, none of our gas is wasted in descending, as in the case of all balloons, so we will not have to stop to generate it. We will not be in the fix in which aeronauts have frequently found themselves—coming down in some remote spot where gas could not be generated and having to bring their balloon home by wagon or train."

"We are positive that we shall have no difficulty in traveling at a rate of thirty-five or forty miles an hour, even in the face of a moderate wind. When going with the wind we can attain a velocity of all the way from 100 to 200 miles an hour."

"The success of our experiment will open up a world of possibilities," he continued enthusiastically. "The carrying capacity of our cylinder can be indefinitely increased, and the weight that it can carry will be increased in like ratio. With the increased demand for hydrogen gas for use in connection with aerial navigation a marked simplification is almost certain to be made in generating the gas."

"We are certain of success," he reiterated in conclusion, "and before the middle of July if we meet with no unfore-

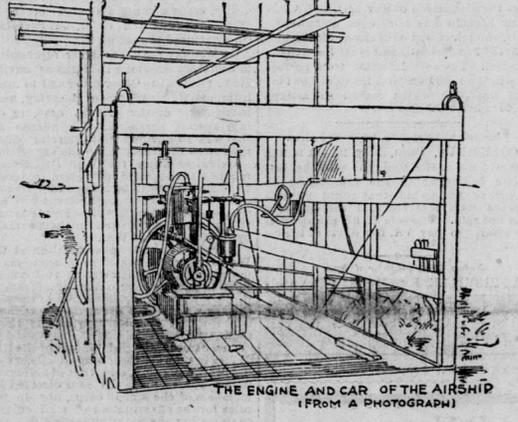
seen delay we will demonstrate to the satisfaction of even the most incredulous that our expectations have not been in vain."

TARIFF BILL IN THE SENATE.

Will Come Up for Consideration on Tuesday Next—Gorman Outlines the Plans of the Democrats.

WASHINGTON, D. C., May 22.—After today's meeting of the Democratic steering committee of the Senate Chairman Gorman made the following statement:

"The Democratic Senators unanimously agreed, notwithstanding the delay in furnishing comparative statements which would enable them to intelligently consider the tariff bill, that there would be no opposition to immediately proceed with its consideration on Tuesday, as they recognize that the business interests of the country require as speedy disposition of the question as consistent with intelligent consideration of the measure. They were further unanimously of the opinion that the excessive increase in rates of imported articles provided for both in the Dingley bill and as reported in the Senate bill should be antagonized to the extent of exposing their enormities. Recognizing, however, that the Republican party is committed to these excesses, the Democrats will be content with only a fair discussion upon these propositions. They also agreed that they would oppose an increased tax on beer, tobacco, cigars and other items embraced in the Internal



THE ENGINE AND CAR OF THE AIRSHIP (FROM A PHOTOGRAPH)

revenue schedules. Neither party is committed to such increases, and there is no governmental necessity for such increased burdens upon these articles."

Senator Aldrich states that the tariff bill will be made the order for Tuesday instead of Monday. This change is due to the death of Senator Earle, as the Senate will adjourn on Monday immediately after meeting out of respect to the death of the Senator.

BADLY WRECKED BANK.

President Johnson of the Logansport Concern Confesses to \$300,000.

LOGANSPORT, IND., May 22.—The failure of the State National Bank de-

veloped a new sensation to-day. President Johnson has confessed that he forged notes to the amount of \$300,000 and that in addition he embezzled \$100,000. He agreed to turn over all his property to the bank, but it will not nearly make up his shortage.

It is said that further investigation will show still more rottenness in connection with the failure and that the president is not the only bank official who wrongfully used money belonging to the depositors. Johnson was taken into custody this afternoon. In view of his confession it is not probable that bail will be allowed. It is now asserted that the depositors will probably not realize 50 per cent on the deposits, which amount to \$340,000.

ABRAHAM LINCOLN'S LOST LOVE

Story of the Woman Who Was His First Sweetheart.

REFUSED THE AWKWARD RAIL-SPLITTER.

Mrs. Susan Boyce of Calistoga Tells of the Courtship of 1836.

WOULD NOT MARRY A MAN SHE DID NOT LOVE.

Considers Washington and Jefferson Greater Men Than the Immortal War President.

CALISTOGA, CAL., May 22.—An interesting story of Abraham Lincoln's first and most ardent courtship has just come to light in this little mountain town of Calistoga, where the martyred President's early love dwells, a sweet old lady of 84.

Mrs. Susan Boyce is the name of the charming octogenarian, who, as Miss Susan Reid of New Salem, on the Sangamon River, in Illinois, refused to marry the immortal war President in 1836. She dwells in a humble little cottage with her widowed sister, who is but a few years her junior. Her husband has been dead for many years and her principal income is a pension which she draws by reason of injuries her husband received in the famous Black Hawk war while fighting side by side with Lincoln, whose friend he was.

Mrs. Boyce is an unusually bright woman, whose mental and physical powers are well preserved, and there is character in every expression, in all she says and does, even to the slightest nod or gesture. She is about such a woman as one might suppose he could have loved, for she still has a rugged beauty in spite of the snows of age, and it requires little effort to imagine that she was a remarkably handsome girl in 1836—not a doll-faced creature, but a woman of marked character. She is tall and stately in appearance, and her eyes are a grayish blue.

Mrs. Boyce's estimate of the man who offered her his heart an hour and a half ago is a little disappointing to hero-worshippers, for she does not consider that he was so great as he is honest, and says: "He is not to be mentioned in the same class with Washington and Jefferson. I think Jefferson was the greatest of them all, because he wrote the Declaration of Independence."

Sitting on the front porch of her humble home to-day, Lincoln's first sweetheart was a beautiful picture of serene old age. Her speech flows gently and without a tremor as she recalls events of her girlhood thoughtfully, yet without hesitation.

Clad in a plain black dress, with a becoming white cap, she folded her arms and gazed toward the mountains that rise

NEW TO-DAY.

RED ROUGH HANDS

Itching, scaly, bleeding palms, shapeless nails, and painful finger ends, pimples, blackheads, oily, mothy skin, dry, thin, and falling hair, itching, scaly scalp, all yield quickly to warm baths with CUTICURA SOAP, and gentle anointments with CUTICURA OINTMENT, the great skin cure.

Cuticura

Is sold throughout the world. PUTNEY DRUG AND CHEM. CO., Sole Proprietors, Boston, Mass. "How to Produce Soft, White Hands," free.

ITCHING HUMORS Instantly relieved by CUTICURA REMEDY.

WHY

Be bothered with inferior goods when you can get a first-class article if only you will call for it.

LEVI STRAUSS & CO'S

CELEBRATED COPPER RIVETED OVERALLS AND SPRING BOTTOM PANTS

Are made of the best materials. Sewed with the best threads. Finished in the best style.

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SEND for a picture of our Factory, we will mail one to you free of charge.

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MRS. SUSAN BOYCE OF CALISTOGA, Who Was the First Love of Abraham Lincoln.