

PERFORMS WONDERS

WITH AN AIRSHIP

Knabenshu Makes the Most Successful Test of the Kind on Record

ST. LOUIS, Oct. 31.—After circling in every direction at a height of 2,000 feet above the Cascades, in sight of thousands of cheering spectators on the world's fair grounds, A. Roy Knabenshu, of Toledo, Ohio, in command of the Baldwin airship, today returned to the place from which he had started over the same course that he had come, covering the three and a half miles of the round trip under his own power and demonstrating the claims of the inventor, Capt. Thomas S. Baldwin, of San Francisco, that the California Arrow is not only dirigible, but that it can make headway against a moderate breeze.

Knabenshu started from the aeronautic concourse at 3:37 p. m., and returned after his remarkable flight at 4:05 p. m. In the round trip the airship sailed back to the exact spot where it had risen, and glided about 100 feet further west, where it settled gracefully to the ground and Baldwin, the flying machine, with its daring navigator, was carried around the concourse upon the shoulders of shouting men. Hats were waved and cheers were given with a will, and another round followed for Knabenshu and Baldwin.

Satisfaction After Backset

The successful flight came as a climax to a day full of discouragement. Baldwin and Knabenshu had worked for twenty-six hours without sleep in order to prepare for the flight, and the first essay with an ascent with Baldwin himself in command of the airship had ended disastrously, the Arrow falling suddenly to the ground and breaking into the pieces of the blades of the propeller. Baldwin announced that the damage could be repaired at once, and said that Knabenshu would be moving to the other flight in half an hour. At the expiration of that time, on a signal from Knabenshu, the airship was cast loose and the motor started and its propeller directed toward the west. When at a height of about twenty-five feet Knabenshu turned the rudder and the aerial craft, answering to its helm, pointed south and continued its flight without interruption.

Knabenshu at that time was not high enough to clear the aeronautic fence, and as he rapidly approached it the crowd held its breath, fearing that the craft would be dashed against the barricade and the aeronaut badly injured or perhaps killed. Waving his cap to assure those who were following his every move, Knabenshu moved toward the rear of the airship. The Arrow pointed its prow upward and answering the pull of the propeller soared lightly above the fence and rapidly gained an altitude of about 1,000 feet. Knabenshu again changed the direction of the craft and passed over the crowd in the concourse.

Makes Complete Turns

After proceeding half to three-quarters of a mile westward Knabenshu turned the airship about, at the same time increasing his altitude, until he was 2,000 feet above the fair grounds. First to the northeast and then to the southeast, occasionally making complete turns, Knabenshu continued in a generally direct course until over the Cascades, the center of the world's fair grounds and a mile and a half in a direct line from the point of starting.

At about that time the barely perceptible breeze that had been blowing from the northwest increased to eight miles an hour and the airship turned to the north. In order to return to the starting point it was necessary for Knabenshu to breast this breeze. His first effort to turn the ship toward the north, before the wind was unsuccessful. He attempted several times to turn to the left and then suddenly swung the rudder sharply in the other direction, and the Arrow came into the wind, staggered a moment and then, gaining power, came toward the concourse at a speed that caused the spectators to cheer and toss their hats into the air. When within a few hundred yards of the concourse Knabenshu moved forward, and the Arrow responded to the downward shift, and sailed toward the ground without a diminution of speed.

Knabenshu entered the concourse from the east at height of about 200 feet, and, slowing speed, directed the airship directly over the wooden trestle that had supported the Arrow before the flight started. The landing was too great to admit of stopping exactly in the place from which he had made the ascent, but the airship settled to the ground within 100 feet. After Knabenshu had assisted in housing the airship in the aeronaut he was tendered an ovation by his mother and wife, who had arrived from Toledo in time to witness the flight, were present and added to the young aeronaut's happiness by joining their praise to that of the distinguished men.

Relates His Experience

"There was not a moment," said Knabenshu, "when I did not have complete control of the airship, and the slightest pressure on the helm to change the direction of the vessel and the Arrow responded to every demand that I made upon it. I also profited by the lesson I learned on the first flight, and when I found that the motor was working smoothly and evenly, furnishing all the power necessary for a successful demonstration, I let well enough alone and did not attempt to increase the sparking, which action caused the motor to go dead on my trial last Tuesday.

"The mechanical part of the airship worked perfectly, the motor did not miss an ignition and the revolutions of the propeller were steady and perfect. I was unable to estimate the speed at which I moved. The sensation was most pleasant. There was no real danger. An operator of the Arrow needs only to have an average amount of nerve, a little experience as an aeronaut and he can make a successful flight."

Capt. Baldwin announced that he would try for the \$10,000 prize.

Hosts Try Subway

NEW YORK, Oct. 31.—Sightseers crowded the subway for hours yesterday. They came from Fifth avenue and Herald street, from Brooklyn and Jersey City, and all the nearby cities, towns and villages, and many of the railroads brought trainloads of excursionists from

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ARE OUT OF DATE

MEXICAN PESOS

Philippines Are Doing Business on the Gold Standard

WASHINGTON, D. C., Oct. 31.—The bureau of insular affairs today gave out a statement touching conditions applying to the Philippine currency. The Philippine commission passed an act to discourage the further use of the currency formerly in circulation in the islands and designed to give the gold standard full effect. The secretary of war has received the following cablegram from the civil governor of the Philippines showing the effect of this legislation:

"The approach of Oct. 1, when first currency taxing provision became effective, caused large export of Mexican pesos commercially and breaking into the islands of the new currency. The treasury and were withdrawn from circulation. During September actual circulation of new currency increased 1,151,000 pesos. In October to date \$2,591 pieces of Mexican currency have been exported commercially and 950,000 Spanish-Philippine by the insular government for recoinage. Have on hand nearly 500,000 Spanish-Philippine pesos for recoinage. The increase of actual circulation of new coins for October is approximately 1,300,000 pesos. Every bank in Manila publishes notices refusing to receive old currency on deposit after Sept. 30. Railroads receive no old currency at any price. Nearly all accounts of banks throughout the islands have been reopened in the new currency. Banking business has called in its old notes and issued new ones based upon the new currency. All new contracts are being made in new currency. Business throughout the archipelago is conducted now mainly on the new basis. Banks and large dealers are co-operating with the government. Very little old currency is left and existing taxing provisions will eliminate that by Jan. 1. The gold standard is an established fact and now meets the approval of the entire public. Business conditions are much improved.

CREDIT IS GIVEN TO M. DELCASSE

He Did Much to Avert Anglo-Russian War

ST. PETERSBURG, Oct. 31.—The world will remember the name of M. Delcasse in connection with the Hague convention, to whose initiative the Hague convention owed its existence, the honor and credit of which proposed an honorable solution of the North sea incident, which might have plunged Russia and Great Britain into war, by appeal to its rules. Nevertheless the Associated Press learns on very high authority that this diplomatic triumph belongs to M. Delcasse, the French foreign minister.

When the yellow book of France and the blue book of Great Britain covering this incident were issued, some interesting diplomatic history will be disclosed. The great gravity of the situation, especially in Great Britain, where the influence of public opinion might have driven the government to extreme measures, and the danger involved in delay were keenly appreciated in the French capital. France's interest is almost as great as that of Great Britain, and the breaking out of war between Great Britain and Russia, putting Japan and Great Britain in the position of allies against Russia, would eventually result in the appeal to France to fulfill the provisions of the dual alliance.

STILLWATER

Nicholas Peterson, a well known resident of Stillwater, died suddenly at his home on West Wilkin street of heart failure, where he was being held for trial on a charge of grand larceny, when he was taken to South Stillwater for burial. This is a slight increase over the previous year. The enrollment in the private schools for the year is given as 1,093.183. By the addition of pupils in elementary schools, academies, institutions for higher education, evening schools, private kindergartens, Indian schools, state schools and schools for defectives and orphans the grand total of 18,187,818 pupils is reached. The report estimates that the average schooling given to each inhabitant in 1904 was 672 days and in 1903 1,034 days. The report shows that last year 1,578,632 children were enrolled in the common schools for that year in the former sixteen slave states, and next year 1,600,000 for the same purpose for the white children of the same section.

Is Indian a Citizen

WASHINGTON, Oct. 31.—If a motion filed of Attorney Crane, of Holton, is granted, the supreme court of the United States will be called upon to decide whether an Indian becomes a citizen of the United States by taking land in severalty. The case is that of Albert Neff, of Kansas, who has been sentenced by the United States district court to pay a fine of \$200 and serve a term of four months in prison on the charge of selling beer to a Kickapoo Indian. Mr. Crane asks the court for a writ of habeas corpus releasing Neff from imprisonment on the ground that Neff, who owns land in

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