

THE SENATE ACTIVE

SESSIONS HENCEFORTH WILL BEGIN EARLIER.

MORE RAPID WORK IN VIEW

"Insurgents" Said to Be Causing Delay, They Giving More Trouble than the Democrats.

Washington. — Beginning Monday the daily sittings of the senate will commence at 10 o'clock in the morning. The hour has been advanced in the hope of expediting final action on the tariff bill by more rapidly disposing of the long speeches as well as of the detailed discussion of the various disputed schedules. The consideration of the measure has developed greater opposition on the part of a dozen or so of republican senators than was expected, and the supporters of the bill feel that every possible effort must be made to exhaust their criticism and bring the bill to a vote.

So far, however, they have received no encouragement from the "insurgents," and the republican leaders are quite in the dark as to when the end may be reached. Indeed, they are finding less difficulty on that point in dealing with the independent republicans and the opinion is freely expressed that but for this antagonism a day might soon be set which would decide the fate of the measure.

The discussion this week will deal with the various paragraphs which have been passed over, but there will be a few speeches on the general tariff question, including one by Senator Depew, which probably will be delivered Monday. Senator Clay has prepared and will deliver, probably on Tuesday, an elaborate speech criticizing the sugar schedule and undertaking to show that it is in the interest of the sugar combination. The razor schedule will receive first attention Monday and Senator Simmons will continue his efforts to have the rate lowered.

Senator Bailey will continue to press his demand for a vote on the income tax as a feature of the tariff bill, but it is an open secret in the senate that he is not now nearly so confident of a successful result of such a vote as he was in the beginning of the agitation. Indeed, he has confided to some of his friends his conviction that some of the advocates of such a tax have been "picked off" by the enemy. The general opinion among the supporters of the income tax policy is that the cause in the senate has been materially weakened by the decision of the president not to press for the tax. At any event, it is not probable that a vote on the question will be reached this week.

THOMAS A. CREIGH IS DEAD.

Pneumonia, Due to Exposure at G. A. R. Meeting at York.

Omaha.—Thomas A. Creigh, past commander of the G. A. R. Nebraska, died at his home, 112 North Thirty-second avenue, at 7:45 Sunday morning after an illness of but five days of pneumonia. Mr. Creigh was taken ill with a cold while attending the department encampment of the Grand Army of the Republic at York, Neb., Wednesday of last week.

All of the surviving past department commanders of Nebraska now in the state will be present at the funeral Tuesday, having so signified their intention by wire.

Grant post No. 110 will have immediate charge of the services, of which post Mr. Creigh was former commander and one of its most active and beloved members. The Women's Relief corps and Ladies of the Grand Army of the Republic will participate in the services, as will also representatives of the Masonic fraternity.

BRITAIN CATTLE SHORTAGE.

Charge That United States Exporters Are Holding Back Stock.

Liverpool.—Owing to the shortage of American and Canadian cattle landed at Birkenhead and allegations that the United States was withholding supplies with a view to raising prices, the Liverpool Chamber of Commerce is urging the Board of Agriculture to remove immediately the embargo on live cattle from the Argentine Republic.

Prominent Surgeon Dead.

New York.—Dr. Gerardus H. Wynkoop, an eminent New York surgeon and one of the first physicians in America to perform the operation for the removal of the veriform appendix, died Sunday, aged 65 years.

FOLKS URGES LOCAL CONTROL.

New Yorker Holds This to Be Most Effective in White Plague.

Washington.—The National Association for the Study and Prevention of Tuberculosis brought its meeting to a close Saturday. Homer Folks of New York in a paper said that the most effective work to control tuberculosis is to follow the example of the national association in forming local organizations or committees to take the responsibility of securing county and municipal control of the disease.

NEBRASKA NEWS AND NOTES.

Items of Interest Taken From Here and There Over the State.

Juanita tribe of Red Men has been organized in Grand Island.

Humboldt's new \$10,000 Methodist church was dedicated last Sunday.

Louisville granted saloon licenses simultaneously increasing the salary of the town marshal.

The Kansas City Commercial club made a tour in the Republican valley. They were on business bent.

William Kruse, living near Wymore, sold his 240-acre farm the other day for \$105 per acre.

Julius Meyer, for forty years a resident of Omaha, suicided in one of the parks of that city.

Mrs. Henry Frohman, a former Fremont woman of prominence, died recently in California.

The Cairo State bank has increased its authorized capital stock from \$10,000 to \$25,000 with \$15,000 paid up.

Farmers of Cuming county are utilizing the cement industry in the erection of new farm buildings throughout the county.

Stanton Methodists sent \$100 to brethren at Ponca to assist them in rebuilding the church recently destroyed by an incendiary fire.

The order of Eagles of Auburn has disbanded and is moving in the direction of disposing of the furniture of the lodge room.

Quite a number of wolves have been killed in Johnson county of late. Richard Gibb, a young farmer living east of Tecumseh, dug out and captured a mother wolf and eight whelps recently.

Raymond, the 12-year-old son of D. F. Smith, was drowned in Lake Kearney at Kearney. While playing on a raft with other boys his foot slipped and he fell in. The body was recovered.

The building committee of the proposed new United Brethren church at Crab Orchard is asking for proposals on the contemplated structure. It will take the place of a building recently burned.

Ex-Congressman Ernest M. Pollard states that present appearances indicate that Cass county and the southeastern portion of Nebraska will have an unusually large crop of fruit this year.

The special election to vote bonds to the amount of \$20,000 for the construction of a new school building was held in Cambridge. The proposition carried, with a large majority, there being only eleven votes against it.

Frank Koehler, a young man of family, was shot and seriously but not fatally wounded by Mrs. Ollie Jay of Grand Island. The shooting was done at a party where conviviality reigned supreme through copious draughts of beer.

A great many automobiles are being sold in Johnson county this spring. The machines are being sold to the farmers as well as to persons who live in the towns. During the next few months there is a great deal of this business that is going to some concerns.

At the special election held in Table Rock for the purpose of voting on the proposition of issuing \$4,500 in bonds for building a city hall, the bonds, which required a three-fifths majority, were defeated, there being cast for the bonds fifty votes and against the bonds fifty-eight.

The almost lifeless body of Josiah Carmean was found in the horse barn at his farm, three miles south of Beaver City. Mr. Carmean was horribly mangled and bruised, evidently by kicks from a horse. The base of the nose near the left eye was torn loose and the forehead mashed in.

Harry Jones, a United States navy deserter from Pensacola Island, was caught at Grand Island by Chief of Police Lowell. Disguised as a negro he was caught in Kearney and returned there about a month ago by Sheriff Milton Berger. Lowell recognized him as the same one again. He will be again returned.

A number of farm buildings have burned in the vicinity of Leigh. The residence of Karl Metzger, with all its contents, burned to the ground. It was a total loss. The large barn on the farm of Adolf Groteluschen was entirely destroyed by fire. Seven head of calves, several sets of harness and a large amount of hay were lost. The granary, filled with corn, also burned.

A half section of unimproved land about seven miles northeast of Dickinson was sold a few days ago to a man from the east, who has just located there, for \$5,000. Eastern people are beginning to realize that it doesn't pay to rent when they can get good Nebraska land at that price, and considerable land is changing hands.

The failure of the Western Union to deliver a message to A. D. Merriott will cost the corporation \$473.23. He meant to ship cattle to Chicago and wired a commission house asking about prospects. A reply was sent stating that the market was 10 to 20 cents higher. This was never delivered and he sold in Sioux City at a lower figure. The supreme court holds that he can recover.

F. G. O. Nelson, living on the August Ost farm, south of Plattsmouth, says that on March 16 one of his cows came home bringing a black calf. On April 19 the same cow brought home a small red calf and refused to admit that it was not her offspring.

Again the Dakota, Kansas & Gulf railway proposition has come to the front. The Kearney members of the board of directors have received letters announcing a meeting at Kansas City, at which meeting will take place the letting of the contracts for construction.

ALL NATIONS SEE IMPORTANCE OF AERIAL WARSHIPS

WITHOUT a dollar of appropriation directly available for the work, the aeronautical division of the signal corps of the army is about to begin its summer campaign for the study of aerial navigation. The fact that \$20,000,000 or more are now being expended annually by this government for the construction of battleships may be making the United States one of the foremost naval powers of the world, but the further fact that not a single penny has been set aside by congress for the building of airships or for their operation or development is causing this country to be left far behind the nations of Europe in the matter of military aeronautics.

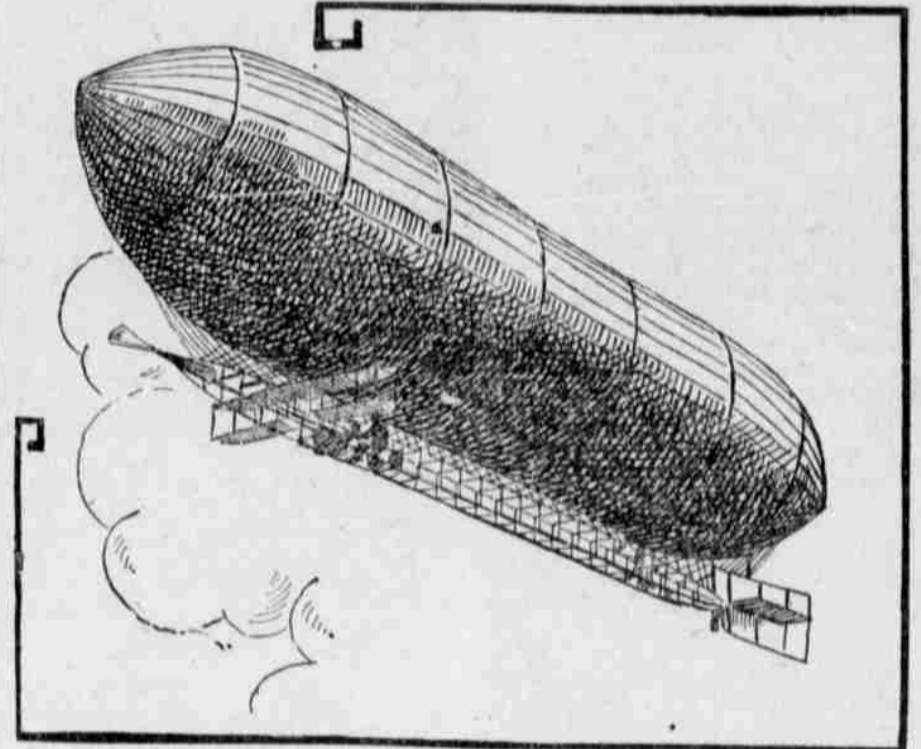
Notwithstanding the fact that the signal corps, with the approval of the secretary of war, has asked congress for a modest allotment of funds with which to equip itself with the means of studying and experimenting with the subject, the lawmakers have always turned a deaf ear to the appeals. Now, at a time when Germany, France, Great Britain, Russia and even the weaker nations, such as Italy and Spain and Belgium, are devoting large sums of money and the time and experience of experts to the solution of the problem, the accomplishment of which has been man's dream for ages, the United States finds itself handicapped, and its progress estopped because it has been impossible to obtain a meager appropriation to carry on its work. The only encouragement which the signal corps has thus far found in its attempt to keep pace with the development of aeronautics in other countries is the unofficial announcement of President Taft that he will advocate a suitable appropriation by congress at its next

layer of vulcanized rubber between them.

The car is made of spruce and is 60 feet long, 2½ feet wide, and 2½ feet high. It has a 20 horse power motor. The propeller is in the front end of the car and is connected with the engine by a steel shaft. It is also built of spruce and turns at the rate of 450 revolutions per minute. A fixed vertical surface is provided at the rear end of the car to minimize veering, and a horizontal surface attached to the vertical rudder at the rear to minimize pitching. A double horizontal surface, controlled by a lever and attached to the car in front of the engine, serves to control the vertical motion, and also to minimize pitching.

The position of the car very near to the gas bag is one of the features of the balloon. This is calculated to reduce the resistance of the suspension, and places the propelled thrust near the center of resistance. This airship has a total lifting capacity of 1,350 pounds, of which 500 pounds are available for passengers, ballast and fuel. When its official trials were had it succeeded in attaining a speed slightly less than twenty miles an hour over a measured course. It also had an endurance run lasting two hours, during which approximately 70 per cent of its maximum speed was maintained.

Thus far this dirigible has served during the comparatively short time it has been in the possession of the signal corps, a very important purpose in initiating officers of the corps in the operation and construction of a dirigible balloon. During the greater part of the coming month the dirigible will be put into use for practice purposes at Fort Myer. Later in the summer it will be sent to the Signal school and Staff college at Fort Leavenworth, Kan., where the officers and men there will be given a course



session for the use of the war department in the purchase of dirigible balloons and aeroplanes.

Signal Corps at Work.

In spite of the discouragement occasioned by the lack of money the signal corps is going ahead with the means at hand, and expects to make some substantial advancement in ballooning during the coming summer. Five officers, Lieuts. Lahm, Falois, Winters, Bamberger and Dickinson, and 17 men of the corps have been assigned by Gen. Allen to the aeronautical detail, and will conduct whatever experimental work is done. None of the men has ever made an ascension, and the same is true of two of the officers. Lieut. Lahm is the only recognized pilot, by which is meant, according to the rule of the various aero clubs, one who has made not less than ten ascensions, at least one of which must have been alone, and one at night. Under this rule, Lieut. Lahm, who recently made a successful ascension from Fort Myer, Va., in the government's spherical balloon, is the only officer who can qualify.

Aside from two spherical free balloons, one of 540 cubic meters and the other of 1,000 cubic meters capacity, the government possesses one dirigible balloon. Just now the men of the squad are being trained at Fort Myer in the work of handling the spherical balloons, in learning how to fill them, and fare for them. Within a few days they will be advanced to the work on the dirigible, known as Dirigible No. 1. This balloon was built for the department by Capt. Thomas S. Baldwin, under specifications, and delivered to the signal corps last August.

The money with which it was paid for came from the fund allotted in the regular annual appropriation to the board of ordnance and fortifications.

Description of Balloon.

The balloon is 120 feet long and is capable of making 20 miles an hour. The gas bag is spindle shaped, 96 feet long, maximum diameter 19 feet six inches, and has a volume of 30,000 cubic feet. A balloon for air is provided inside the gas bag, and has a volume of 2,800 cubic feet. The material for the gas bag is made of two layers of Japanese silk with a

second is the Parseval, which is being developed by Maj. von Parseval, a retired officer of the army, and the third is the famous Zeppelin, the design of Count Zeppelin, also a retired army officer.

The first balloon of the Gross type made its initial ascension about two years ago. As a result of the successful experiments with the first of this type, Maj. von Gross has quite recently brought out a perfected airship built along the same lines, but with greatly increased volume and dimensions. The latest has a volume of 176,000 cubic feet and is driven by two 75 horse power Daimler motors, and has a speed of 27 miles an hour. The most remarkable performance of this airship occurred last fall, when it left Berlin at 10:25 in the morning, carrying four passengers, and returned the next day at 11:30, having covered 176 miles in a little more than 13 hours. This is the longest trip, both in point of time and distance, ever made by any airship returning to its starting point.

The Parseval is owned and controlled by the Society for the Study of Motor Balloons. This organization, composed of capitalists, was formed practically at the command of Emperor William, who is very much interested in aerial navigation. The society has a capital of 1,000,000 marks, owns and controls the Parseval patents, and is ready to construct its type of balloons for the government or for commercial purposes.

Will Build Airship Garages.

Last fall the crown prince of Germany made a trip in the Zeppelin No. 3. The emperor has decorated Count Zeppelin with the Order of the Black Eagle, and German patriotism and enthusiasm have been so aroused that the German association for an aerial

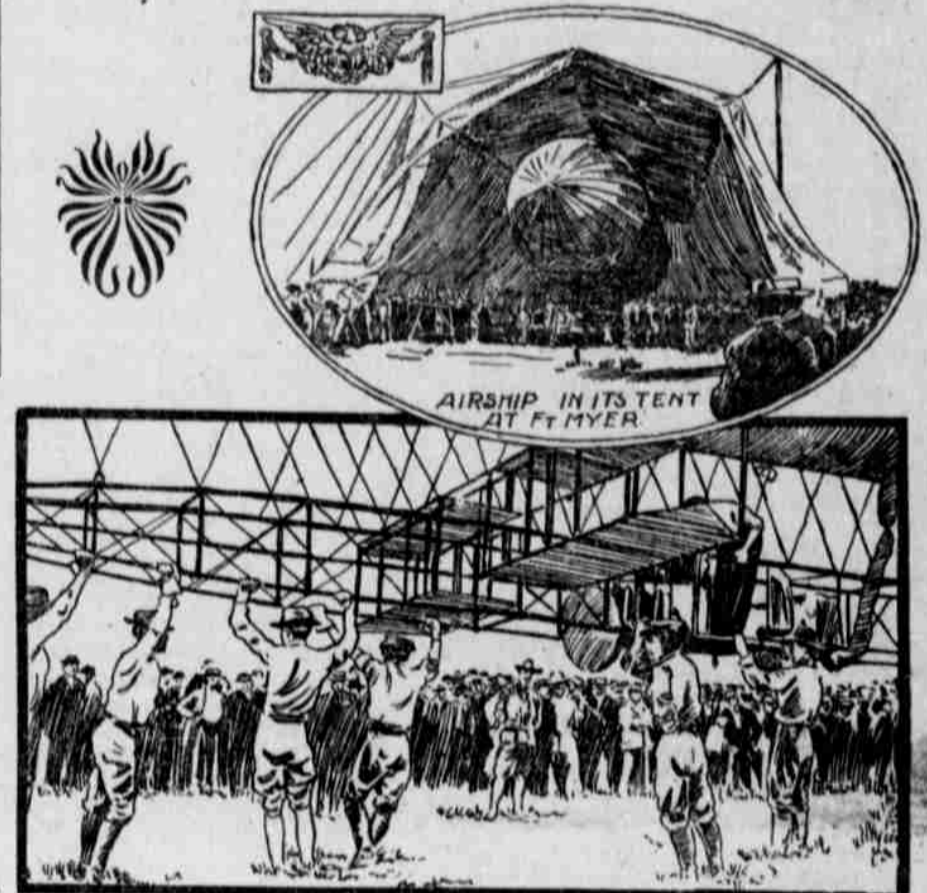
and the amount to be paid for the latter is \$25,000. Technical delivery of both machines has been made to the signal corps at Fort Myer, and, so far as the Wright brothers are concerned, they completed a part of their trials last fall before the accident which resulted in the death of Lieut. Selfridge and the injury to Mr. Orville Wright.

Since that time Mr. Wilbur Wright has been continuing his experiments in France with success. Although the war department has not yet been officially advised, it is expected that the new aeroplane of the Wright brothers will be delivered on time, and that its trials will occur at Fort Myer during the month of July. The conditions of their contract require a machine which will have a speed of 40 miles an hour, and in its trial flights remain continuously in the air for at least one hour. It is designed to carry two persons with a combined weight of 350 pounds, and also sufficient fuel for 125 miles. The trials last year indicated that the machine would be able to fulfill the requirements.

As soon as the aeroplanes are delivered at Fort Myer and the trials completed to the satisfaction of the military board of aeronautics it is the purpose of the signal corps to train the balloon detachments in their operation.

Opinions of Experts. Discussing the development and future of aeronautics, Lieut. Lahm, who is the signal corps expert, and is devoting his entire time to this branch of the service, said:

"The military art up to the time of the formal entry of dirigible balloons into the field of possible operations has been conducted practically in a plane where the armies concerned have been confined in their move-



Preparing to Start a "Dirigible."—The Center Picture Shows the Airship in Its Tent at Fort Myer.

ments in time and place by the physical character of the terrain.

"The development of two types is considered advisable. One comparatively small, of 50,000 or 100,000 cubic feet capacity, to be used principally for scouting purposes, and to a limited extent for carrying explosives for demolitions or for incendiary purposes, such as the destruction of bridges and supply depots close to the mobile army or coast-defense fortresses.

"The second type desired in the dirigible is for burden-carrying purposes. The larger the airship the greater the speed attainable, and the greater its radius of action. There is no reason to doubt that airships of 500,000 to 1,000,000 cubic feet capacity may be developed ultimately to reach a speed of 50 or 75 miles an hour."

In speaking of the aeroplane, Maj. George O. Squire of the signal corps, who has given a great deal of time to a scientific study of aeronautics, said:

"If the United States had possessed in 1898 a single dirigible balloon, even of the size of the one now at Fort Myer, which cost less than \$10,000, the American army and navy would not have long remained in doubt of the presence of Cervera's fleet in Santiago harbor.

"The world is undoubtedly growing more humane year by year. We have arrived at a conception of the principle of an efficient army and navy, not to provoke war, but to preserve peace, and it is believed that, following this principle, the perfection of ships of the air for military purposes will materially contribute, on the whole, to make war less likely in the future than in the past."

In Favor of Soap and Water.

The Rochester (N. Y.) City Federation of Women's Clubs is working in aid of the anti-tuberculosis movement, for the closing of stores at six o'clock on Saturday nights, and the plan to use the State Industrial school as a state prison. It was said at this convention that soap and water properly applied are better than all the disinfectants, but that disinfectant makers would not like this to be said.

At the Court of Madrid.

Miss Marjorie Ide will have charge of her father's house, now that he has been appointed minister at Madrid. She will not be accorded the honors of a minister's wife, but she will have a very dignified position at the head of her father's household. She was also in the Philippines with her father, as was her sister who became Mrs. Bourke Cockran soon after.

feet has been organized in sections throughout the country. It has announced its intention of building 50 garages for the housing of airships.

France is not far behind Germany in the matter of supplying her army with dirigible balloons. There are two French types, the Patrie and the Republique. The Patrie, the third of its type, was first operated in 1906. It was developed by an engineer named Julliot, employed by Lebaudy Brothers at their sugar refinery in Paris.

The second French type is the Republique, which is 200 feet long and 35½ feet in diameter. It has a lifting capacity of 9,000 pounds, of which 2,700 are available for passengers, fuel and ballast. The heat it has been able to do was to cover 125 miles in 6½ hours in an unfavorable wind.

The English budget this year carries an appropriation of \$100,000 for military aeronautics, and a keen interest is being taken in the subject, so much so that there has been a vigorous protest made by those officers who have the subject in hand against the smallness of the allotment for the work.

Compared with the five officers and the 17 men which the United States has detailed for aeronautical work in the army, whole balloon battalions are maintained by Germany, France and Russia, and a company by England. The French battalion consists of four companies with a factory and an experimental station at Meudon. The German battalion has three companies of trained officers and men with headquarters and a school at Tegel, Russia, which only recently purchased a dirigible of one of the French types for military purposes, has assigned three battalions for its study and operation, and is contemplating some extensive investments in this means of war preparation. Italy also purchased a dirigible last year, and has five officers and 80 men assigned to the study of aeronautics. Spain has also acquired a small dirigible, and even Belgium is as far advanced as is the United States in this respect.

Where United States Leads.

In the matter of aeroplanes, or heavier-than-air machines, however, the United States is somewhat advanced. The two machines which the government has contracted for, to be paid for out of the funds appropriated for the board of ordnance and fortifications, are due to be turned over during June, the Herring machine on June 1 and the Wright brothers aeroplane on June 28. The contract price of the former is \$20,000

German Types of Airships.

There are three types of airships which the Germans are developing. One, the Gross, is the design of Maj. von Gross, who commands the balloon battalion at Tegel, near Berlin. The