

Von Zeppelin And His Airship

Biggest Dirigible Balloon Ever Constructed and Successfully Used—Sixteen Separate Envelopes For Gas—Carries Nine People With Ease.

THE biggest airship that ever soared into the empyrean is Count von Zeppelin's latest model, which recently made two successful trial trips in German atmosphere. This vessel is as big as an ocean steamer and speedier than the average of such craft. She can sail from eighteen to thirty miles an hour. The length of the vessel is 430 feet and the diameter about forty feet. She carries two Daimler motors of eighty-five horsepower each, by far the greatest horsepower ever applied to an airship. The hydrogen gas supply that buoy her up is calculated to last for 120 hours. Thus if conditions are favorable this ship may fly five days, or long enough to cross the ocean from Liverpool to New York, at the speed of a fast steamship.

In the construction of this ship Count von Zeppelin followed his former plan of inclosing his gas bags in a long cylinder of aluminium plates, each bag or balloon in its separate compartment, independent of all the others. There are sixteen of these balloons in the 430 foot cylinder. If one should become punctured and collapse the others will keep the ship afloat. Several of the balloons, in fact, might be put out of commission without making the airship useless. This is what may be called an armored cruiser of the air, the armor being the aluminium plates. It is designed by the count primarily for use in warfare and is therefore a new type of German war vessel, though not just yet attached to the imperial navy or army.

The old count, now in his sixty-ninth year, is undoubtedly the boldest and most persistent experimenter in aerial navigation now living. His experiments all have been upon a very large scale. He has spent his own private fortune, the kaiser has contributed to his expense funds, and certain German capitalists who believe more or less in the ultimate success of his experiments



COUNT VON ZEPPELIN AND HIS AIRSHIP.

Have added their cash to the cause, which has consumed several hundred thousand dollars.

Ferdinand von Zeppelin, in addition to being a German nobleman, is a soldier of distinction. He rose to the rank of lieutenant general in the German army and for years has been chief military adviser to the king of Wurttemberg. In the Franco-Prussian war he won fame as the first Prussian officer who crossed the frontier into France. He was a noted leader of scouts. Prior to that he had served his fatherland in the United States during the civil war as a military attaché, and it was in this country in 1864 that he made his first balloon ascensions. Balloons were used by our government to some extent in making military observations. The count went up several times, and that gave him a taste for aerial experimenting as to the uses of balloons or airships in war.

During the past ten years Count von Zeppelin has done little more than build airships and finance propositions for building better ones. The present ship is his third model. The first was bought by his government. The second he destroyed, selling the material for junk. Model No. 3, which flew around and over the Bodensee, the lake between Switzerland and Baden, carrying nine persons in its two carriages, was eight months in building. Work began last February. At times 200 workmen were employed day and night.

The ship was built in a long hall extending out over the waters of the Bodensee. The floor of the hall was so constructed as to float outside when the ship was ready for launching and float back when it was desired to return the monster to its mansion. The vessel went up about a thousand feet and made a circuit of the lake, crossed twice and returned to the starting point, gracefully alighting upon the platform. This programme was repeated the next day with even greater success. The first trial was of two hours' duration and the second of four hours. The propellers, rudders and motors worked smoothly on each trial.

In general shape the aluminium cylinder inclosing the balloons resembles a monster torpedo flying through the air. It has an advantage in cutting the air in being sharp pointed.

PRESIDENT J. T. HARRAHAN.

His Rise From a Track Laborer to Head of a Big Railroad.

James Theodore Harahan, who succeeded Stuyvesant Fish as president of the Illinois Central railroad, was second vice president of the road for sixteen years prior to his recent election as president. He sided with Edward H. Harriman in the controversy between the latter and President Fish, and when Mr. Harriman obtained control of the board of directors he made Mr. Harahan his candidate for the presidency. In the contest Mr. Harahan's hostility to Mr. Fish on account of his attitude in the investigation of the Mutual Life Insurance company played a part.

Mr. Harahan was born in Lowell, Mass., in 1843. He entered the railway service in 1864 at Alexandria, Va., and married in 1869 Miss Mary N. Mallory of Memphis, Tenn. He was twenty-one when his railway service began, and his first employment was



JAMES T. HARRAHAN.

that of a track laborer. He drifted from Virginia to Nashville, Tenn., where he held various jobs on the Louisville and Nashville road and in 1873 secured the position of roadmaster of the Nashville and Decatur line. From 1879 to 1881 he was superintendent of the Memphis division of the Louisville and Nashville. He was gradually promoted until in 1884 he was made general manager of the Louisville and Nashville system. In the next few years he held several different positions, and one of these was that of general manager of the Chesapeake and Ohio railroad. He made a good move in his acceptance of the post of general manager of the Louisville, New Orleans and Texas railroad, for under his direction the possibilities of the line became so apparent that he was able to negotiate the sale of it to the Illinois Central. The result of this deal was his elevation in 1900 to be second vice president of the latter company. When he assumed the duties of this post he was given charge of the operation of the entire system, being responsible only to Mr. Fish.

A BOGUS CAPTAIN.

How His Cleverness Deceived the Burgomaster of Koepenick.

A military uniform commands a great deal of respect, not to say awe, in Germany, and it was in consequence of this that Wilhelm Voight, a cobbler and ex-convict, was able to score an achievement which ranks with the boldest and nerviest in criminal annals. Voight is about sixty years old, and



WILHELM VOIGHT, BOGUS CAPTAIN OF IMPERIAL GUARDS.

about twenty-seven of the sixty years he has been on earth he has spent behind prison bars. Counting on the magic effect of the uniform of the Imperial guards, he donned the habiliments of the captain of the First regiment of that body and in this disguise arrested the burgomaster and town treasurer of Koepenick and sent them under escort to Berlin. Nobody questioned his authority. With these high and often mighty officials out of his way, he proceeded to help himself to a sum amounting to about \$1,000 from the town treasury. In spite of his cleverness, however, he failed to get safely away with the cash and was arrested. His disguise and identity were then discovered. The bogus captain is a native of Tilsit. When arrested he had a week's growth of beard.

ALL LOOK TO DUMONT

Aeronauts Marvel at Brazilian's Successful Flight.

THE BEGINNING OF A NEW ERA

Prediction That Achievements in Near Future Will Surpass the One Made in Paris With "Heavier-Than-Air" Flying Machine—First Important Demonstration of the Kind Made in Public—Cost Not Large.

M. Santos-Dumont's accomplishment in flying 685 feet in a "heavier-than-air" machine in Paris the other day was the chief topic of discussion at a meeting of aeronauts and men interested in aeronautics recently held at the Hotel Astor in New York.

"It marks the most positive advance yet made in the science of aeronautics," said Mr. Augustus Post. "There have been many reports of the successful performance of similar feats, but M. Santos-Dumont has publicly demonstrated the entire practicability of the 'heavier-than-air' principle. One of the features that should not be lost sight of is the fact that such a machine as his can be made for not to exceed \$3,000, while \$100,000 would not buy a Lebaduy airship of the gas bag design. As soon as the public becomes accustomed to the operation of these airships they will be as numerous and more popular than automobiles."

"More than anything else the achievement of Santos-Dumont will compel other inventors to come into the open and make public what they have accomplished," said Mr. J. C. McCoy, who made many ascents in Paris last summer in company with Lieutenant Lahm and as his own pilot. "It marks the beginning of a new era in aeronautics," he added.

Stimulated by the feat of Santos-Dumont, Dr. Julian P. Thomas has renewed his experiments with aeroplanes, which he abandoned last summer for ballooning. Dr. Thomas was associated with Mr. Israel Ludlow in the experiments which resulted in the almost fatal accident to the latter in Florida last spring when his airship collapsed.

"Without in any way discounting the achievement of M. Santos-Dumont," said Dr. Thomas, "I believe I have discovered a more correct principle of maintaining equilibrium than his appears to be. I know from my experience in ballooning that one is more than anything else anxious to know how he is going to land. When that problem is solved the rest is easy. I have already set to work carrying out my own ideas. Like all other inventors, I expect of course to succeed, but at least I have enough confidence in my plan to risk my own neck in trying it out. I shall have the aeroplane finished within a few months, and by next spring at the latest I shall probably either have succeeded in proving my theory or disproving it to my own cost."

A. M. Herring, who has been experimenting for a dozen years with gliding machines and aeroplanes, said that M. Santos-Dumont's feat was chiefly of importance as having been the first public demonstration of the practicability of flying with a machine without the aid of a gas bag.

"It is further from my thoughts to appear to disparage M. Santos-Dumont's performance," he said, "and he deserves extreme credit for what he accomplished, but the fact remains that the Wright brothers in this country have far exceeded his feat, although not in public tests. I do not blame the public for being suspicious of claims which are made without proof, however, and the fact that thousands of persons saw with their own eyes the flight of M. Santos-Dumont entitles him to all the praise which has been accorded to him.

"With the experience of additional flights he ought to gain confidence and a greater facility in guiding his airship. He is proceeding on the same general principles as almost all aeroplane inventors nowadays, and his ship is probably the type of what will finally become the standard airship when the automobile and even steam and electric lines are displaced for all except freight hauling and short distance runs.

"M. Santos-Dumont regulated himself in light air all right, but the machine of the future must be largely automatic in adjusting itself to the air currents if it is to be at all safe. By many accidents it has been determined that the mind of man is not quick enough to act in these sudden emergencies."

M. Santos-Dumont's aeroplane feat brings the problem of aerial navigation no nearer to solution than it was a year or two ago, according to the opinion of Orville and Wilbur Wright of Dayton, O., inventors of probably the first successful flying machine.

"TIRED CHRISTIANS."

Why Boston Pastor Regrets to Marry Young People.

"I regret when I have to marry young people," said the Rev. Frederick B. Richards, pastor of the Phillips church, South Boston, in his sermon on "Tired Christians" the other morning, according to a Boston special dispatch to the New York World.

"When young people are married it is the one who is not a Christian who has the strongest influence. It always results that the church loses both. Service without love is bondage. When a young married couple are in love every sacrifice for the other becomes a privilege. Business takes away the young men and social life the women.

Soon they think they are too old for the young people's societies; then they are 'retired Christians.' It is but a step more to becoming a 'tired Christian.' "In the more sedate age marriage does not similarly detract from interest in the church and its work."

Undermining a Noted Wall.

The Great Wall of China will soon be undermined in one place by a railway tunnel.

His Thanksgiving Remarks.

Feelin' sorter thankful things air goin' long so well. (The blizzard sorter hit me with the old rheumatic spell.)

Song of the Future Aeronaut.

[Santos-Dumont says the aeroplane will be the poor man's auto.]

Jane, Jane,
"Tis wurruk toime again,
So put me pail of lunch, me dear, aboard me aeroplane.

For, dear,
The boss would think it queer
If I should not shoot down on time out of the atmosphere.

Oh, my!
"Tis beautiful to eye
The aeroplanes at sivil o'clock come turn-
blin' from the sky!

And then
When whistles blow again,
To see the sunset speckled with the home
bound wurrukmen.

Yis, Jane,
"Tis wurruk toime again,
So put me pail of lunch, me dear, aboard me aeroplane.

—Thomas R. Ybarra in New York Times.

THE last word of fashion in women's footwear is the new Queen Quality "Castilian Boot." Its distinctive features are a short vamp and forepart, a high Cuban heel and a high arched shank and instep. These handsome boots accentuate the beautiful, graceful lines of the foot, and give it the appearance of being a full size smaller. Not only is their style inimitable, but the "Queen Quality" trademark is a positive guarantee of quality. And never did this signify so much as now, when shoes are being cheapened on all sides to offset the advancing cost of leather and other shoe materials.

CASTILIAN BOOTS

QUEEN QUALITY

MINGLE'S SHOE STORE.

It Sounds Paradoxical

and it is, because it's true that you or any other man cannot afford to be poorly dressed. To do so is not making a good use of your capital, for that is what your personal appearance means to you.

To make the best of your capital—to be well-dressed without going to a high-priced custom-tailor—to have all the advantages that go with good clothes, the power, the influence, the pleasures that are the possessions of a well-dressed man, there is but one thing to do: Make your selection from our stock of Kuppenheimer Clothes.

Kuppenheimer Clothes have all the style, the fine workmanship the individuality, the fit and quality which characterize the product of the metropolitan tailor who charges fifty, sixty or seventy-five dollars for a Suit or Overcoat. You have probably seen them advertised in all the leading magazines.

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PAINS IN THE BACK

are the first signs of Kidney trouble. Thousands have kidney trouble and do not know it. When the kidneys become affected they in turn will affect the Nerves, causing Nervousness, Sleeplessness, Restlessness and Irritability; too frequent or infrequent Urination; Excessive, Scanty or Painful Urinary Passages. For these disorders take

Krine's Kidney Pills

They are almost specific in their action in restoring these organs to their normal condition; they remove the poisons from the blood, and cheerfulness and good health return. One month's treatment one dollar at Krumrine's Pharmacy; and if you are not benefited ask for your money back, and you will get it.

RAILROAD SCHEDULE.

BELLEFONTE CENTRAL RAILROAD						
To take effect May 29, 1906.						
WESTWARD			EASTWARD			
1	2	3	STATIONS	4	5	6
6:20	10:10	3:10	Bellefonte	8:15	12:50	6:30
6:35	10:25	3:25	Coleville	8:30	12:40	6:10
6:50	10:40	3:40	Morris	8:45	12:30	6:00
7:05	10:55	3:55	Whitmer	9:00	12:20	5:50
7:20	11:10	4:10	Lime Centre	9:15	12:10	5:40
7:35	11:25	4:25	Hunters	9:30	12:00	5:30
7:50	11:40	4:40	Fillmore	9:45	11:50	5:20
8:05	11:55	4:55	Strasburg	10:00	11:40	5:10
8:20	12:10	5:10	Waddle	10:15	11:30	5:00
8:35	12:25	5:25	Krumrine	10:30	11:20	4:50
8:50	12:40	5:40	State College	10:45	11:10	4:40
9:05	12:55	5:55	Struble	11:00	11:00	4:30
9:20	1:10	6:10	Bloomers	11:15	10:50	4:20
9:35	1:25	6:25	Fine Grove	11:30	10:40	4:10

CENTRAL RAILROAD OF PENNA.—Condensed time table effective June 18, 1906.

READ DOWNS				READ UPS			
No.	Loc.	No.	Loc.	No.	Loc.	No.	Loc.
1	10	2	10	1	10	2	10
3	10	4	10	3	10	4	10
5	10	6	10	5	10	6	10
7	10	8	10	7	10	8	10
9	10	10	10	9	10	10	10
11	10	12	10	11	10	12	10
13	10	14	10	13	10	14	10
15	10	16	10	15	10	16	10
17	10	18	10	17	10	18	10
19	10	20	10	19	10	20	10
21	10	22	10	21	10	22	10
23	10	24	10	23	10	24	10
25	10	26	10	25	10	26	10
27	10	28	10	27	10	28	10
29	10	30	10	29	10	30	10
31	10	32	10	31	10	32	10
33	10	34	10	33	10	34	10
35	10	36	10	35	10	36	10
37	10	38	10	37	10	38	10
39	10	40	10	39	10	40	10
41	10	42	10	41	10	42	10
43	10	44	10	43	10	44	10
45	10	46	10	45	10	46	10
47	10	48	10	47	10	48	10
49	10	50	10	49	10	50	10
51	10	52	10	51	10	52	10
53	10	54	10	53	10	54	10
55	10	56	10	55	10	56	10
57	10	58	10	57	10	58	10
59	10	60	10	59	10	60	10
61	10	62	10	61	10	62	10
63	10	64	10	63	10	64	10
65	10	66	10	65	10	66	10
67	10	68	10	67	10	68	10
69	10	70	10	69	10	70	10
71	10	72	10	71	10	72	10
73	10	74	10	73	10	74	10
75	10	76	10	75	10	76	10
77	10	78	10	77	10	78	10
79	10	80	10	79	10	80	10
81	10	82	10	81	10	82	10
83	10	84	10	83	10	84	10
85	10	86	10	85	10	86	10
87	10	88	10	87	10	88	10
89	10	90	10	89	10	90	10
91	10	92	10	91	10	92	10
93	10	94	10	93	10	94	10
95	10	96	10	95	10	96	10
97	10	98	10	97	10	98	10
99	10	100	10	99	10	100	10

(New York Central & Hudson River R. R.)
11:45 9:04 Jersey Shore 11:55 7:02
12:21 9:37 AT NEW YORK 12:30 7:20
12:29 11:30 Lv. WM'SPORT 12:30 6:50
(Philadelphia & Reading R. R.)
7:30 6:50 PHILA. 11:30 11:30
10:20 9:02 NEW YORK 11:30 9:00
(Via Philadelphia)
p.m. a.m. AT Lv. a.m. p.m.
10:40 AT NEW YORK Lv. 4:00
(Via Lancaster)
W. H. GEPHART, General Supt.

W. H. MUSSER,

General Insurance Agent
Notary Public and Pension Attorney
BELLEFONTE, PA.

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