

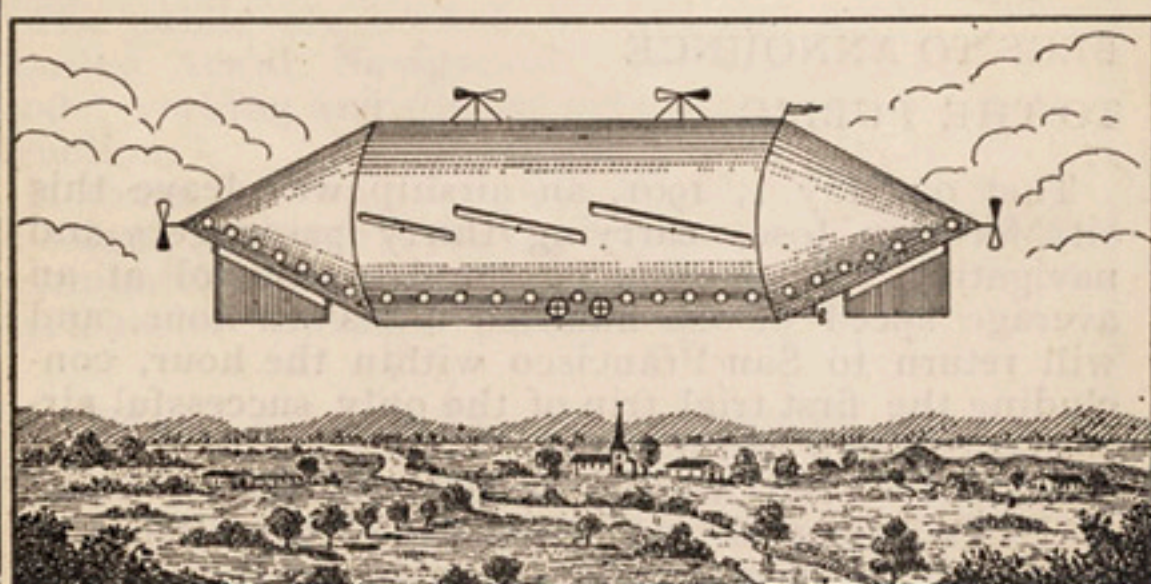
The Stanley Aerial Navigation Company

Incorporated under the laws of the
State of California, Letters patent
granted in all foreign countries

Capital Stock, \$300,000

300,000 Shares

(Shares now selling at \$10) ~~\$2.00~~



The Stanley Airship

now building in San Francisco, will make the trial trip to San Jose on or before May 1, 1901. Embraces many improvements over the Von Zeppelin airship which recently startled the world by making a successful fly in Germany. The Von Zeppelin airship was a toy—this will be a commercial utility and will revolutionize transportation throughout the world.

DIRECTORS

Charles Stanley, Inventor.....	San Francisco
G. S. Graham.....	"
Charles Newman.....	"
Carroll Carrington.....	"
Leo Newman.....	"
J. Albert Born.....	"
James M. Littlehale.....	"

OFFICERS

President.....	Charles Stanley
Vice-President.....	G. S. Graham
Secretary.....	Charles Newman
Assistant Secretary.....	Elmer T. Fentress
Treasurer.....	Columbian Banking Co.

THE STANLEY AIRSHIP

The Stanley Aerial Navigation Company . . .

(Incorporated.)

BEGS TO ANNOUNCE TO THE PUBLIC

That on May 1, 1901, an airship will leave this city for San Jose, carrying thirty passengers and navigating the air under complete control at an average speed of one hundred miles an hour, and will return to San Francisco within the hour, concluding the first trial trip of the only successful airship ever given to the world.

THIS IS THE ANNOUNCEMENT OF A CERTAINTY, not a dream. The day of the airship is here, and the first airship available for commercial purposes is now under course of construction in San Francisco. A visit to the yards of the

STANLEY AERIAL NAVIGATION CO.

bounded by Baker, Lyon, Fell and Hayes streets, will convince anybody of this, no matter who he may be or how skeptical.

TO SEE IS TO BELIEVE. You can see the Stanley airship at work in miniature, and you can see the big ship approaching the same consummation on a scale that must render it a practical commercial triumph in transportation all over the world.

MEN OF BRAINS.

MEN OF CAPITAL.

MEN OF SCIENCE.

MEN OF SOLID BUSINESS SENSE AND REPUTATION are the backers and builders of this airship. Some of the best known men of California—men whose conservative business judgment is unquestioned—are among the stockholders. Many of them paid a large premium to get in, for the stock of the company has risen rapidly above par and is to-day selling at \$10 a share (February 15th). The treasury stock is almost exhausted, with more money in hand than is necessary to complete the first ship.

IT IS A FOREGONE CONCLUSION THAT WITH THE FIRST TRIP OF THE AIRSHIP—ON OR BEFORE MAY 1st—STOCK WILL JUMP TO

THE STANLEY AIRSHIP

ANY FIGURE ABOVE \$100 A SHARE—and foolish will be the stockholder who lets any go even for that price.

THE DIVIDENDS POSSIBLE in the Stanley Aerial Navigation Company are beyond conservative computation, but estimating the earning capacity of one airship at the low figure of \$500 per day, and figuring on the Company's owning and operating at least a thousand airships within two years from date, one may get some idea of the possibilities on a basis of a transportation system—\$500,000 daily income on 300,000 shares of capital stock—one and two-thirds dollars a day on each share of stock.

THE EXPENSES OF OPERATING an aerial transportation system will be small. The Government mail contract will pay them. No tracks to lay or keep in repair; no bridges, no switches, no rights of way—nothing but the free air, a few dollars' worth of fuel a day, and a crew of six men.

TRIPS ACROSS THE CONTINENT will be made in thirty hours, on an average. The ships will ride above storms and be able to breast any air current to be found. Aeronauts have assisted Mr. Stanley in exploring the air in balloons at all altitudes, and an absolutely accurate knowledge of the conditions he is to deal with insures the inventor perfect success.

THERE IS NOTHING THEORITICAL—not the smallest detail—in the construction or navigation of the Stanley airship. Every detail has been tested by science and demonstrated to the complete satisfaction of every engineer who has seen the model or the plans. Mr. Stanley himself has been a skilled mechanic and scientific engineer for twenty-five years, and has spent most of this time patiently studying aerial navigation and waiting for the day when human progress should put into his hands the necessary materials (only recently discovered and perfected) for the construction of a really successful airship.

THE TIME HAS NOW COME. Heretofore there have always been some obstacles remaining to be overcome, but advances in mechanics and discoveries in metallurgy have recently removed the last obstruction to the aerialist's ambition.

One of the greatest discoveries was the method of producing aluminum cheaply enough to make it available for such a large enterprise. Another advance was the invention of engines light in weight but very much stronger in proportion than any heretofore obtainable. But the most essential discoveries—and these are peculiar to this airship alone, the inventions of Mr. Stanley are:

- 1st. The manner of propulsion.
- 2nd. Control over elevation.
- 3rd. Ability to descend at will.

THE STANLEY AIRSHIP

The Stanley Airship will be cylindrical in shape, pointed at both ends, built of aluminium. The body or cylindrical portion will be one hundred and sixteen feet in length and fifty-six feet in diameter, each cone fifty-six feet from base to apex, making a total length between the points of the cones of two hundred and twenty-eight feet. It is divided longitudinally into two parts by a partition running the full length of the ship twelve feet above the keel. The lower part to contain the motive power, machinery, passengers, freight, mails and whatever is to be carried. The upper part is to be divided into six compartments, which are to contain hydrogen gas to elevate the ship. Each compartment will contain an inner skin of silk, which will simplify the manner of filling these compartments and make the ship doubly secure against the leakage of gas.

The lifting capacity of the gas is 21,000 pounds. The weight of the ship, including machinery will be 13,000 pounds. The ship will carry at least thirty passengers, together with their baggage, provisions, etc.

It is plain to be seen that the shape of the ship is such as to offer the least resistance in being driven through the air.

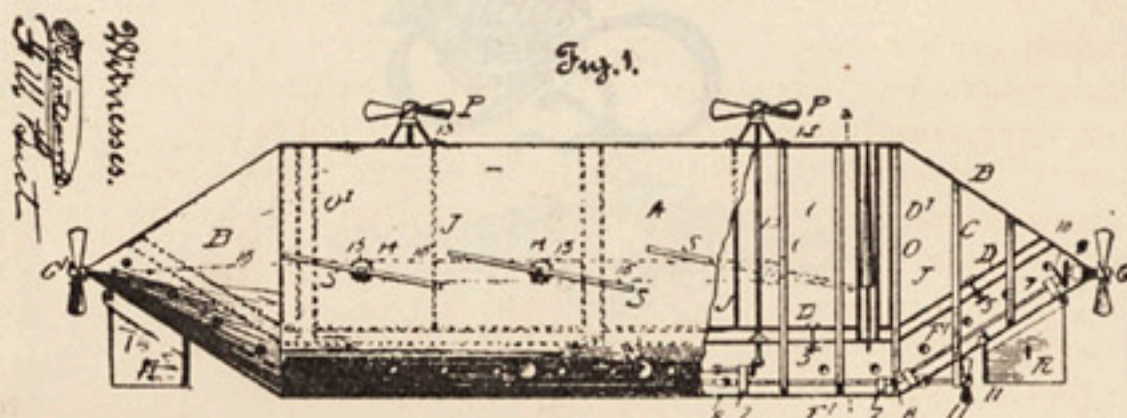
The propellers, placed as they are at the apex of each cone, being in a direct center, will have a much greater power in driving the ship backward and forward through the air than if placed on the sides of the airship, or to a suspended car below, as in the case with all other airships in existence.

A rudder placed under each cone will guide the ship to right or left. A series of side planes or side rudders placed along the sides of the ship will elevate the ship to a higher altitude in going forward than the gas has lifted it; for instance, when passing over a mountain range.

A special feature in connection with the uses to be made of the "side planes" is the ability of the vessel to rise in going forward, and still maintain a horizontal position.

The main feature, however, of the invention is the top propellers, which will control the ship in rising and force it down, without letting out the gas, to make a landing at any time and place desired.

The foregoing data, any or all of which may be



THE STANLEY AIRSHIP

verified, determines absolutely that a vessel constructed upon the designs originated by Mr. Stanley will certainly prove successful.

There can be no question as to the result of the combination of forces used in this ship, nor any uncertainty as to the result, for there is not a principle involved but what has been tried and tested.

THE MILITARY RIGHTS to the Stanley airship will be sold to the United States Government. As a factor in warfare the airship will conquer the world—it will be absolutely invincible, and can dictate its own terms to the world's standing armies.

The Stanley airship is protected by letters patent in all foreign countries. It will have no rivals, no competitors.

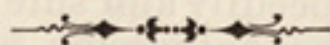
The public are invited to visit the yards of the Stanley Aerial Navigation Company and see the model working and the big ship under course of construction.

If there remain any unsold shares of stock at this date, any one desiring to secure them should communicate at once with the Company's Secretary, Mr. Charles Newman, office of the

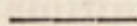
STANLEY AERIAL NAVIGATION CO.,

702 Market St., San Francisco, California

Above Café Richelieu.



AN ENGINEER'S OPINION.



I have personally investigated the model and plans of the Stanley airship, and I am so confident that I can take it to San Jose and back inside of an hour that I hereby volunteer to take charge of the engine-room on its trial trip. The successful airship is here and it is an absolute engineering certainty.

EDWARD MURPHY.



Mr. Murphy is the best known engineer on the Pacific Coast. He was with the Union Iron Works for years, and was in charge of all the warships built by that company when they went on their trial trips. He took out the Oregon and the Farragut with notable success when no one else would be trusted with the delicate and exacting commissions, and is to-day considered the most expert and experienced man for that kind of work known to the engineering profession on the Pacific Coast.

THE STANLEY AIRSHIP

Aerial Navigation in the 20th Century

By Charles Stanley.

[From the Examiner of Dec. 30, 1900.]

At last the time is come for the perfect fulfillment of the world's dream since the dawn of human invention—the realization of man's ambition to fly.

Already the day is here, and within the year just past man has flown. The Von Zeppelin airship was the beginning of practical aerial navigation in actual demonstration—the first trial of a machine built on a theory simultaneously grasped by scientists the world over. For it is characteristic of all the great epochs of invention which have given to the world some prodigious wonder of usefulness that although some one inventor must succeed first in demonstrating what the whole race of inventors has been working up to (some of them on the same lines as his), it follows speedily and surely that his product has been merely the expression of the general progress in that direction, and not exclusively his own.

Already the hum of other aerial machines is in the air, and it transpires on investigation that these later arrivals are but the inevitable brothers of the same family to which the ultimate age of success has given birth. They are of the same general type—the only type, in fact, which is possible with the light now at the disposal of science and mechanical engineering.

The advent of aluminum has been a tremendous advance toward producing a ship light and strong enough to be lifted by gas—and gas is, of course, the first essential in aerial flight.

Gas will take us up and keep us up. That is settled.

Aluminum will admit of the construction of a vehicle large enough and light enough for gas to carry aloft, together with the necessary machinery with which to propel and steer and otherwise control it. That also is settled. The Von Zeppelin machine has demonstrated it with some clearness—others will shortly demonstrate it much more perfectly—so perfectly in fact, as to place the airship immediately on a commercial basis and realize to the fullest the desire of the centuries.

An airship capable of carrying the mails, and, say, thirty or forty passengers at a speed of seventy miles

THE STANLEY AIRSHIP

an hour against natural resistance and a tolerably strong wind, with ability to descend at the will of the pilot, to answer the call of the rudder and elevation planes, is to be its consummation commercially and to mark the most useful and profitable limit to which aerial navigation may be carried. Such an airship is now but a question of months—such an airship will inevitably open a century of progress never equaled by any previous century, not even the one just closed. And aerial navigation will be the chief feature and the greatest and most valuable accession to the world's works ever produced from human ingenuity.

We know that the Holland boat can be regulated to any desired depth in the ocean, to a certain point, and driven through the water by the aid of motive power revolving propellers; that it can be steered to right or left by the aid of rudders properly placed, and also steered upward or downward by the aid of said planes; that it can be raised or lowered vertically by simply discharging or taking water into its compartments.

On somewhat the same principles the airship will be navigated. Hydrogen gas will elevate it to any height desired. Motive power revolving propellers will drive it through the air. Rudders properly placed will guide it to right or left, and side planes properly constructed and adjusted will always keep the ship on an even keel and guide it to higher altitudes for the purpose of crossing mountain ranges. Propellers properly placed and revolved will cause the ship to descend to terra firma at any time or place desired.


The twentieth century will open with the airship—what it will close with no man can with any warrant, predict.





THE STANLEY AIRSHIP...

Length over all.....	228 feet
Length of cyclinder.....	116 "
Length of each cone.....	56 "
Diameter.....	56 "
Weight of entire machine.....	13,000 lbs.
Lifting capacity of gas.....	21,000 "
Passengers to be carried.....	30
(With their baggage)	
Mail matter.....	1,000 lbs.
Ballast (approximately).....	1,000 "
Speed (maximum).....	130 miles an hour
Speed (minimum).....	70 " " "
Diameter of propellers.....	10 feet
Revolutions per minute.....	800

 These are all scientific certainties, and will conduce to a known result without the shadow of a doubt.

OFFICES

Construction and Exhibition Yards

Block bounded by Baker, Fell, Lyon
and Hayes Sts.—Entrance on Fell St.

Downtown Office, 702 Market Street

Telephone James 361

SAN FRANCISCO

