

A BIG INDUSTRY

PLANT IS TO BE ESTABLISHED IN MONTGOMERY.

Compressed Air Machine Has Been Patented by a Montgomery Man and Company is Incorporated.

The first official steps were taken yesterday in the establishment of Montgomery's new industry, the Compressed Air Power Company, whose officers filed a notice of incorporation with the office of Probate Judge J. M. Gaston.

The corporation will start into business with a capital stock of \$100,000. The prime purpose of the company is to promote and manufacture a new device invented by H. C. Busby based on the use of the latest and perhaps the most promising potential agent, compressed air.

The organization, composed of Messrs. H. C. Busby, R. H. Roseman and H. C. Tallieson, will have offices for the present at 15 1/2 South Court Street. The incorporators of this new industry are optimistic about the future use of compressed air as an agency to substitute for all the other more expensive sources of power, such as steam, electricity, gasoline and water. It even eliminates coal from the production of its power.

The device for the manufacture and distribution of which the Compressed Air Power Company has been organized, is a stationary engine. The scientific and mechanical principles involved in the making of this device are set out in the papers which were filed yesterday with the Probate Judge of Montgomery County as follows:

"We will run a stationary engine without coal, water, gasoline or electricity, using nothing but compressed air. The invention will eliminate the expense of coal, gasoline and electricity in producing motive power.

"Within the last few years the use of compressed air has increased and developed with amazing rapidity. Improvements in compressors themselves has led to their more extensive adoption, and their more general use has caused improvements in the machinery for utilizing the power produced.

"The railroads of the country have been particularly active in this direction, and many of the best machines for utilizing compressed air have originated in their shops.

"The eyes of mechanical men have been opened. Old uses have been extended; abandoned plans have been revised and economically carried out, many new processes, using compressors, have been developed.

"From this latest invention of the age, machines can be built to develop heat, and to produce cold; to move air with a force hardly greater than the breath of a child, and to blow a shot from a cannon; to lift tons of iron or steer a vessel, to move a street car, or locomotive, and to launch the torpedo. In short it would take a great deal of space to cover every detail connected with Mr. Busby's latest invention."

The company will take up temporary offices at 15 1/2 South Court Street.

BUSINESS OPPORTUNITIES.

BUSINESS OPPORTUNITY—Perpetual motion & certainty. Discovered by an Alabamian. Substantiated by affidavits. Greatest invention of the age—not a toy, but a powerful machine. For particulars address H. C. Busby, 533 First National Bank Bldg., Montgomery, Ala. —17

Girard Journal, Girard, Alabama
February 18, 1909 page 3

MARVELOUS INVENTION.

NEW SYSTEM PATENTED TO HARNESS THE AIR. INVENTOR CLAIMS IT WILL BE THE MOST POWERFUL SYSTEM IN THE WORLD'S HISTORY.

Says it is possible to concentrate millions of horse-power of energy in one system, so fuel or water is needed in operating his system, it eliminates the smoke nuisance, can be operated in the desert without fuel or water.

The system has been highly indorsed by Mechanical Engineers. The inventor, Homer C. Busby, has formed a company to handle his patent. Investors are rushing in for the stock, while it is cheap. Most of them ELEVEN HUNDRED PERSONS, are already in the company. Persons wishing information concerning this stock, CAN HAVE SAME FREE, by addressing the company, by postal card or otherwise, giving your name and address.

National Compressed Air Power Co.

New Atlantic National Bank Bldg.

Jacksonville, Fla.

Jackson Daily News
Jackson, Mississippi
August 29, 1909, page 8

SOLVES PROBLEM OF PERPETUAL MOTION

CINCINNATI MAN SAYS THAT AT LAST HE HAS FOUND IT.

Uses Compressed Air to Drive the Machinery, and Claims That the Air Can Be Made to Perform Its Own Compression.

Cincinnati, O., Aug. 28.—H. C. Busby, formerly of Birmingham, Ala., but who has recently made his home in Cincinnati, has just been allowed a patent in Washington on a device on which he claims will revolutionize the world's industry.

Busby is able to substantiate his claims, and he has a host of testimonials and commendatory opinions from mechanical engineers that he has discovered the long sought principle of perpetual motion. The latter is, however, a term which he eschews, because he says so many ridiculous schemes have been promulgated under it.

The Busby invention is a system of compressed air supplied as power to machinery. He claims that his device will compress air, and derive its own power for the compression from the air itself. It is a system of valves and vacuums through and into which the air is driven and expelled. He asserts that no other form of power is needed and that in the future, through his invention, the world will have no need of coal, oil, wood nor any other form of fuel. The compressed air device may be attached to any ordinary engine, the fires drawn, and the steam cut off, and the air will run the engine, is his claim. Busby claims that he has succeeded with compressed air where Nicola Tesla failed with liquid air.

"Thousands of men have been working on this very thing for years, and by a lucky chance I have found it," he said. "There is no other invention like it, and none in history which has its far-reaching possibilities."

It seems that Homer Busby went after revolutionizing air compressors on one hand with a secret invention, while obtaining a patent for running the new super-efficient compressors for free off of a network of huge windmills.

THE HERALD, BOSTON,
DECEMBER 26, 1909. 11

TO UTILIZE WIND POWER.

Inventor Proposes to Build Large Reservoirs for Compressed Air.

"There's enough wind energy goes to waste every day to turn every wheel in the world 10 times over," declares Homer Busby, inventor, who has worked out a system of generating, storing and distributing energy which he says will put the coal mines out of business.

He proposes a large reservoir into which huge windmills are constantly pumping compressed air. Then that compressed air is used to operate any machinery. He says that simply by adding to the number of windmills the horsepower developed can be increased. "It will not be putting it too strongly to say that there can be millions of horsepower in energy concentrated, which can be turned on at will by a proper system of pipe lines and reservoirs," he says. "It must not be imagined that the windmills would be the ordinary kind. They would be immense steel mills with arms 50 feet or more across and capable of developing at least 25-horsepower each."

Busby proposes that immense steel towers 500 feet high be erected and a separate windmill be placed at each 100-foot level, so as to catch the breeze at each height. He says at the top there will be strong air currents all the time, to keep the compressor at work storing up power. The storage reservoirs will be in the city streets, like water mains, to be tapped for manufacturing or to run the engines which produce electricity for lighting, cooking and heating. At convenient points these monster towers will rear their heads above the highest buildings gathering the power from the air currents above. In like manner lateral mains will be laid to the suburbs, furnishing electric light and heat there. Monster generating stations, as each multiple mill will be in reality, will be located there also, supplying not only enough power for the suburbs, but for the city also.

"It's a matter of simple arithmetic," declared Busby. "The windmills can be placed as close together as telegraph poles and one above the other on a tower and still the power in the air can't all be used. By adding to the mills either way the power in the reservoir can be increased to any figure."—Chicago Tribune.

MARRIAGE RECORD, TUSCARAWAS COUNTY, OHIO.

THE STATE OF OHIO,
TUSCARAWAS COUNTY, ss.

THE STATE OF OHIO,
TUSCARAWAS COUNTY, ss. The undersigned, being sworn, says that
Annie C. Busby is of the age of twenty-one years, and
has no wife living; Margaret Mendenhall is of the age of
eighteen years, resides in said County, and has no husband living; that said persons
are not nearer of kin than second cousins, ~~are of pure white blood,~~
and that there is no
legal impediment to their marriage.

Sworn to and Subscribed before me, this 20th day of October A. D. 1888,
No. 1846. A. Ranchill Secy. Probate Judge.

THE STATE OF OHIO,
TUSCARAWAS COUNTY, ss.

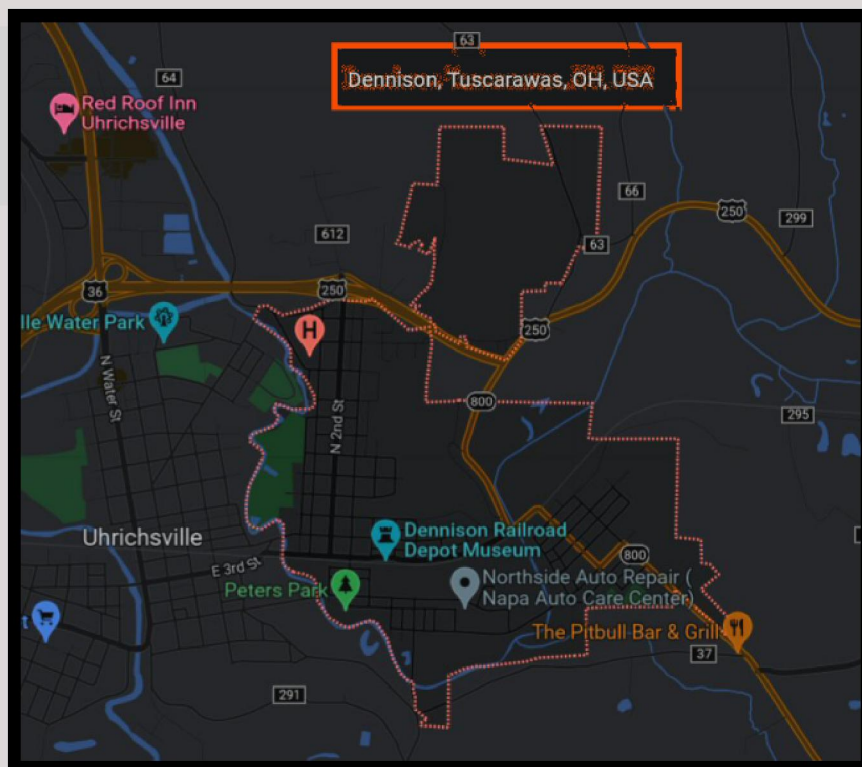
I Certify that I have this day
solemnized the marriage of

Mr. Homer C. Busby
WITH
Miss Margaret M. McDevitt

Witness my hand, this 21
day of October A. D. 1888.

J. M. Kuiton,
Minister.

I have no proof that the "H. C. Busby" who was accused of being a ringleader of the Panhandle Pilferers was Homer Calvin Busby, the inventor. However, we do have proof that Homer was a brakeman for the railroad in this area, and we know that when H. C. Busby, the accused ringleader, escaped custody, he did so in the city where his future wife happened to live. I'm sure they're the same person in spite of having no proof of it. We also have to wonder whether the "pilferers" were really thieves, whether it was really a gang with a ringleader, whether everyone accused was guilty, and in particular whether this H. C. Busby was 1) really guilty, and 2) only accused of being a ringleader for having the audacity to escape custody. It's possible that the widely-publicized arrests were political in nature, for example, some sort of union-busting tactic. These are areas for further research.



PANHANDLE PILFERERS.

Sixty Men in Jail for Robbing Freight-cars, and a Number of Arrests Pending.

Counsel for Arensdorf Endeavoring to Show that Leavitt Killed Dr. Had-dock.

Heinous Offense of a Rockford Peddler—A Brutal Criminal Assault—Evil Doings.

PITTSBURG, Pa., April 12.—The wholesale arrests of the employees of the Panhandle Railroad for robbing freight trains continues to be the principal topic of conversation among railroad men and citizens generally. Superintendent Taylor's office was besieged from early morning by dozens of men who were in search of employment. They flocked to the depot so fast that a line of them extended outside the office waiting for their applications for situations as freight conductors or brakemen to be heard. Many of them were given employment. The road is now fully equipped, and there is no delay in the movement of freight. No arrests have been made since last night. It is thought that the officials of the road are satisfied with the work of the detectives and that no more arrests will be made in this city. Speaking of the probable conviction of the men now in jail, Special Agent Rue said this morning that of the sixty men now under arrest there was not more than one or possibly two of them who stood any chance of being shown not guilty. He said: "We had our evidence so complete that we didn't make an arrest until we had sufficient proof to show that the man was guilty. We expect to make eight or ten more arrests of men who worked the road successfully for a time and then, for fear of detection, took positions on other lines. This will swell the number of arrests to sixty-eight or seventy." Mr. Rue said the saddest case in connection with the arrests was that of a man whose child was dying. When the officers knocked at the door of his home on Sunday night he was sitting with his wife by the bedside of his sick child. He appeared to be a man of more than ordinary intelligence and his home had an air of refinement about it. When the officers told him that they had a warrant for his arrest he seemed to realize at once the disgrace into which he had fallen and he broke down completely.

THE CAPTURE OF J. R. DUNLAP at Dennison, Ohio, yesterday, particularly pleased the detectives. He made a confession, in which he said that the stealing had been going on for months. He said he could give the names of all the men implicated on the Pittsburgh division of the Panhandle, but was afraid to do so, his language to the officers being: "I would give you the names, officers, but, great God! they would kill me." There was no organization among the robbers, Dunlap said, and no regular place of work. Each crew worked by itself. It was a common understanding that every man should take all he could and dispose of it to the best advantage. There were a number of "principals," that name being applied to those who reaped the largest benefits from the robberies by giving the others pointers as to what cars contained the most goods. These persons were generously rewarded by the less prominent thieves after the plunder had been disposed of to the fences. These fences, Dunlap said, were located in New Philadelphia, Dennison, Steubenville, Cincinnati, and Pittsburg, and also in Columbus. Notwithstanding Dunlap's confession, the officers of the road still believe that the plunderers were thoroughly organized and were carrying on the robberies under systematic direction of shrewd leaders. When a new man entered the service of the road, if he was thought to be the right kind of a fellow, he was initiated into the gang with a rigid oath binding him to secrecy. After he had been initiated it was easy enough to keep him in check if he began to feel any pangs of conscience. It was broadly hinted to them that any wrong move would result disastrously, as railroading furnished first-class opportunities for putting men out of the way. Young men from the country who were just beginning to run on the road were the easiest prey. They could soon be persuaded that there was nothing wrong about stealing from the rich railroad companies. Being unused to the tricks of the old hands, they were easily led on until they were so deep in the toils that they could not get out if they wanted to.

THERE WAS A CONSULTATION this morning between Assistant District Attorney Fagan and John E. Hampton, attorney for the Pennsylvania Company, in regard to the indictment and trial of the prisoners. The trials will be pushed as speedily as possible. It is believed that a large number of the men will plead guilty on one or two charges and thus escape a trial on an accumulation of charges. A number of the petty fellows, whose stealings were trifling, will be discharged and told to leave this part of the country. The wages of the men against whom charges have been made have been withheld by the company on the ground that the men owe much more to the company than is due them.

"Some people wonder why we allowed these depredations to continue so long," said Mr. Hampton this morning. "It is very

easily explained. While it is simple enough to discover the fact that the freight trains are being robbed, it is not as all easy to tell just where the robbing is going on. After locating the particular part of the line between Philadelphia and Chicago or St. Louis where the crews were stealing, it took a long time to get clear evidence against the men. We have acted with prudence and care and the result will be conviction in every case." There is little doubt that the present exposure will lead to others on other roads. Some of these in the Pennsylvania Company's system, and some in the Baltimore & Ohio. It is said the stealing on these other roads was not confined to box freights. Through the aid of teamsters and others large quantities of pig iron and manufactured iron and steel have been stolen from the cars in Pittsburg and in several other cities not far away. These cases will be worked up soon.

BUT THREE ADDITIONAL ARRESTS were made to-day. The first was Elmer Young, a Panhandle brakeman, arrested at East Palestine, Ohio. In his house a large quantity of goods supposed to have been stolen was recovered. About noon J. K. Mullen, a brakeman, against whom there are eleven charges, walked into Deputy Mayor Gripp's office and gave himself up. A little later in the day, James L. Armstrong, for whom a warrant was out, did the same thing, and both were placed behind the bars. During the day ten of the prisoners were released upon bail, the bond required being \$500 upon each charge. The persons let out were S. C. Lawson, John Hastings, F. M. Maple, H. R. Kune, Mack Roberts, U. F. Meyers, Edward Wolff, Elmer Young, and T. A. Shea. Bail to the amount of \$2,500 was required for Hastings and Kune, and from \$1,000 to \$2,000 each for the others.

It is believed by some of Glickerson's men that a few of the men released upon bail will forfeit it and never appear for trial. One man especially is mentioned, whose mother went upon his bond, who has disappeared already, and is never expected to show up again.

The business is making a harvest for the lawyers, and several of the most prominent members of the bar have already been engaged for the defense. In some circles there is considerable talk, too, of probable suits for damages for false arrest. John H. Hampton, solicitor for the Pennsylvania company, does not take much stock in this, however, as there were no arrests made without reasonable cause. He thinks the talk is confined exclusively to interested persons.

Topeka Daily Capital
Topeka, Kansas
April 17, 1887, page 1

The Panhandle Pilferers.

PITTSBURG, April 16.—More than half the Panhandle prisoners have already waived preliminary hearing for a court trial. It is believed the others will take the same action. This will enable the defendants to get their cases before the grand jury in time for the present term of court. Within the past twenty-four hours a number of persons have made voluntary confessions to the attorney of the railroad company, but the nature of these disclosures has not been made public. H. C. Busby, who escaped from the officers at Dennison, Ohio, Monday, by jumping from the train, was recaptured this morning. He is regarded by the detectives as one of the ring leaders.

PITTSBURG, Penn., April 16.—An afternoon paper to-day publishes a sensational item in which it is stated that at a secret meeting of the employees of the Panhandle road, held last night, to consider a bold and decisive move to force the railway authorities to some kind of compromise, it was proposed to demand a guarantee that no further arrests shall be made, and that all the men now employed on the road be completely exonerated from any complicity

in the alleged thefts. Should these guarantees not be forthcoming, the men will decline to enter again in the company's service under suspicions resting upon them, until all the cases have been finally settled. Demand will also be made respecting certain parties under arrest, claimed to be innocent of the charges, and respecting others, a guarantee that they will not be kept in jail all summer, but that they will be tried immediately. If the demands are not complied with a strike will be ordered and all trains side-tracked. Twenty-four hours notice will be given of the intention to strike. Another meeting will be held to-night or to-morrow when definite action will be decided upon.

Topeka Daily Capital
Topeka, Kansas
February 23, 1899, page 8

THE CASE DISMISSED.

Suit Against the Pennsylvania Which Will Interest All Employees.

Columbus, O., Feb. 22.—Judge Evans handed down a decision in the case of Homer C. Busby against the Pennsylvania Railroad company that will be of considerable interest to railroad employees and corporations. The action was brought by Busby to recover damages from the Pennsylvania company in the sum of \$5,000.

He alleged that on September 13, 1896, while employed as a brakeman by the defendant company, the train on which he was riding was wrecked at Summit Station. He claimed he was in no way responsible for the accident, but still the company discharged him and refused to give him what is known in railroad circles as a clearance. He alleged that all the trunk lines are in a combination, and pledged not to employ any railroad man unless he has a clearance. By reason of not having this document he says he is denied employment and not permitted to earn a livelihood.

A demurrer was filed to the petition, and this was sustained by Judge Evans Monday. The court held that if, as the plaintiff alleged, the company discharged him on account of the accident, it evidently had reasonable grounds for so doing. It was the duty of the company to take action of this nature. As the plaintiff had not alleged that the discharge was malicious, he could not maintain any action in court. The demurrer was sustained and the petition dismissed. Counsel for plaintiff gave notice of appeal.