

ERA of DIRIGIBLE JUST BEGINNING

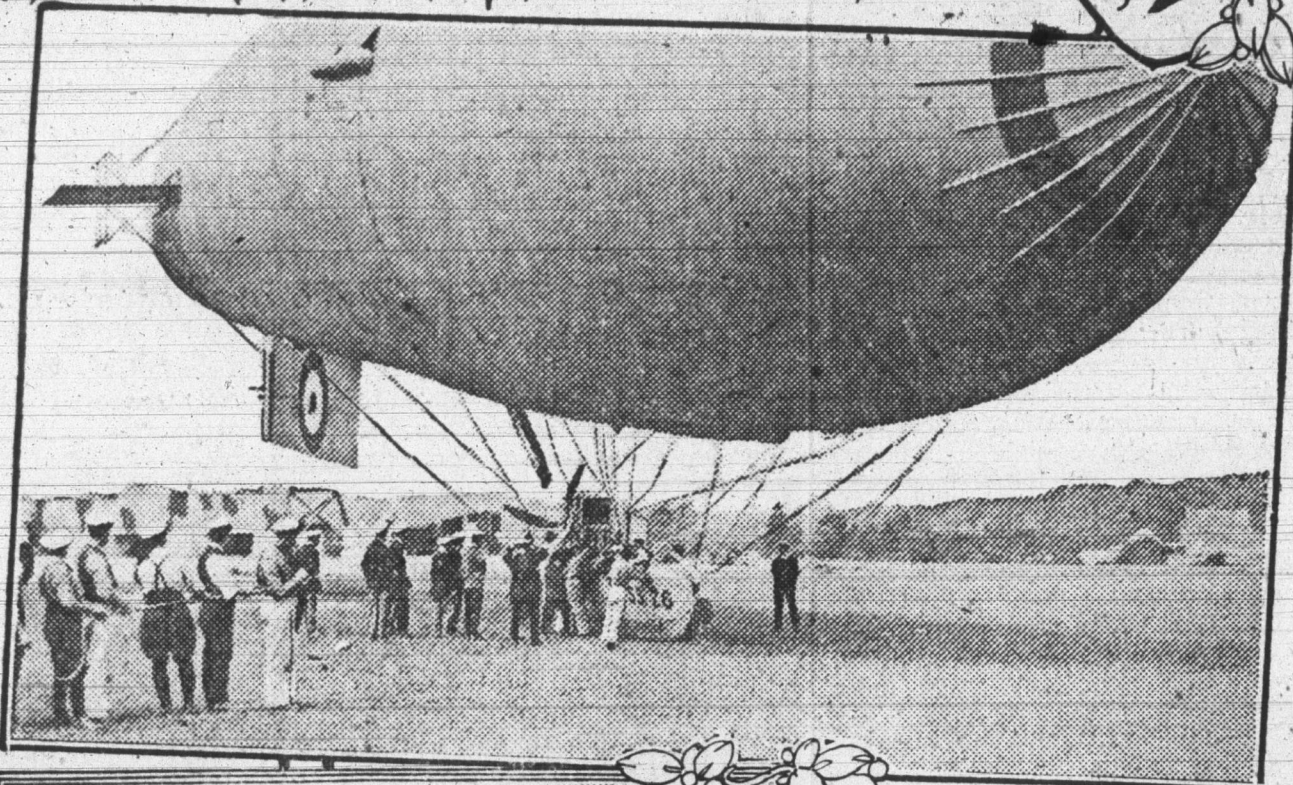
Plans Under Way in England Dispel Impression that Lighter Than Air Machines Proved a Failure During War.

By LLOYD ALLEN,
Special Staff Correspondent.

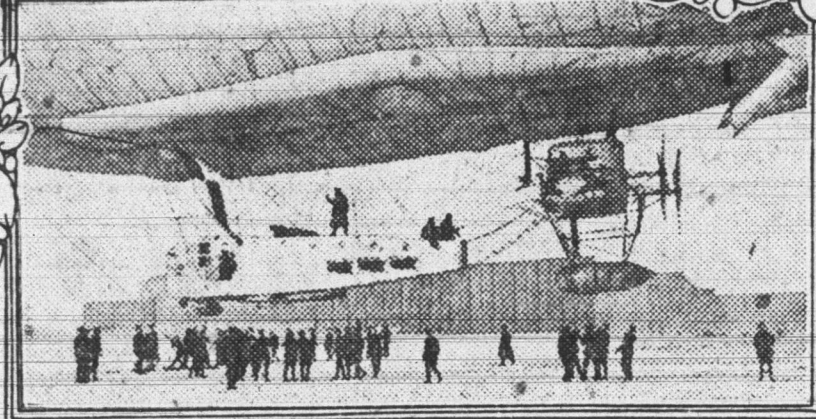
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LONDON—Passenger airships—bigger than the largest Zeppelin—are being constructed in one of England's war factories. They will have a cruising range of 20,000 miles.

They will be able to take passengers from London to San Francisco with ease, the designers believe. Crossing the Atlantic ocean and landing passengers in New York, 3,000 miles away, will be child's play for these Goliaths of the air, according to officers in the British air ministry, who are familiar with the plans of the monster.

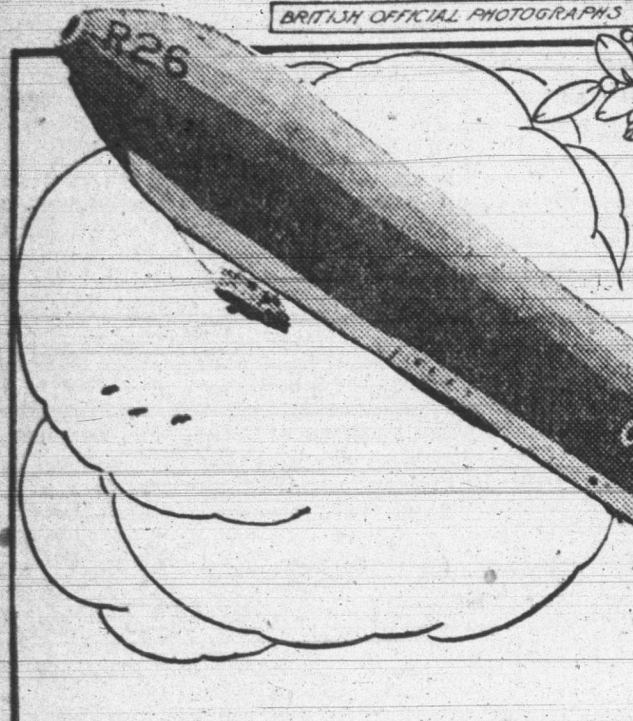
Because of the war-time censorship the general public never obtained any very definite information about the lighter-than-air machines



U.S. ZERO TYPE OF AIRSHIP THAT PROTECTED COAST DURING WAR



THIS AIRSHIP SET A RECORD BY FLYING FOR 55 HOURS ON ONE CRUISE



DIRIGIBLE NOW BUILDING TO HAVE TEN TIMES GAS CAPACITY OF THIS BIG AIRSHIP

built for the allies. The impression got about that lighter than air ships were failures, because the Zeppelins failed in their raids. There is no doubt on this subject in the British air ministry. There it is known positively that the era of the dirigible is just beginning.

An immense amount of anti-submarine patrolling and convoy escorting was done by dirigibles during the last year of the war. A chain of airship stations was maintained right around the coast of England, from Mullion in Cornwall around Scotland to Pembroke. A large number of hostile submarines were either put out of action or actually destroyed by bombing. Other subs were located by the air men and the information passed along to the destroyers that knew well enough how to handle the under-sea murderers.

It was in convoy escorting that airships showed their special advantages over airplanes. The airship with its big bag of gas to keep it up, could go very slowly, keeping an even pace with the transports below, loaded with American soldiers. It could stay at any given height while its lookouts searched the sea for mines and subs.

Can Cross Atlantic in Fifty Hours.

During the war one British airship made a cruise lasting 50 hours and 55 minutes, and since the armistice this record has been beaten by a trip of 61 hours. With such reliable data as this to work on the air experts figure that crossing the Atlantic is going to be a fairly easy job, since there are in existence today dirigibles that have a speed of more than 80 miles an hour, which would mean something like 40 or 50 hours continuous flying to reach New York.

At present the British builders are specializing on two big lighter-than-air types. The first is of about the same size as the largest Zeppelin, while the second type, the one that will have a 20,000-mile cruising range, is four times as large as the largest Zeppelin ever built.

Imagine an airship with a gas bag 1,100 feet long, longer than the Mauretania and higher than the Woolworth building were the dirigible set on end. Inside this bag 10,000,000 cubic feet of gas will be carried, capable of lifting 200 tons of freight and passengers in addition to the weight of the operating machinery. Plans for the craft make provision for saloons, drawing rooms, smoking rooms, and a "roof garden," which may be reached by an elevator. The estimated speed is 95 miles an hour.

When the German Zeppelin L. 70 was built it was predicted that she would be the largest of her kind, yet the new British Goliath of the air has quadrupled the capacity of the German production.

As compared to the "ten million" ship the other British type is somewhat of an infant since she can carry but 50 tons of baggage and passengers and can travel only 9,000 odd miles without descending for a fresh supply of gasoline and oil.

Best for Long Distance Flights.

With these possibilities in aerial travel virtually realized, it is conceded here that the dirigible must take first place as a long-distance passenger carrier. Heavier than air machines will be built in considerable numbers, and will come into a very large use, but in all probability they will be utilized mainly for flights that aggregate into the hundreds of miles rather than into the thousands. The airplane's special advantages will be made use of where certain routes are to be

covered at unusually high speeds. That an airplane will soon be flown at more than 200 miles an hour is deemed a modest kind of prediction. Some enthusiasts proclaim the possibility of a heavier than air machine that will easily do 240 miles an hour.

So for the short trip we may expect to see airplanes like the large allied bombing planes come into general use, and for long-distance travel men and women will ride in the greater comfort that can be provided in giant dirigibles.

For tourist travel the dirigible, it is predicted here, will always be the popular craft, principally because it can fly at a low rate of speed and permit its occupants to look at things. In an airplane, for instance, the splendor of the Bay of Naples is lost, so fast must the airplane move; while in an airship that beautiful scene can be enjoyed at leisure.

From an airplane going at ordinary cruising speed, say eighty miles an hour, the surface of the earth looks like a dull contour map, with large objects only dimly discernible because the airplane must keep at least 1,000 feet above the earth. On the other hand a dirigible can get along very nicely at an altitude of 200 feet and drift along with engines almost or completely stopped.

The airship has another distinct advantage; it does not "bank" in turning as an airplane does. Sleeping in an airship is a calm experience; moving about comparatively simple. And an airship in flight does not produce the shrill whistles and screeches eternally among the wires. Traveling in an airship need be no more noisy than in a motor car and with a favorable wind blowing the airship's engines can be throttled down to a few revolutions or actually stopped.

Engine Stop Not Dangerous.

What will probably appeal most to the landsman who travels in the air for the first time will be the fact that the airship can remain in the air indefinitely and the passengers are in no grave danger should the engines fail. The gas bag is so ample that the machine will not fall when the engine stops, whereas in the air plane an engine stop is a life and death matter.

Dirigible building here in England had a great boom during the war days—and now that the signing of a peace treaty is near at hand the construction work has not been allowed to utterly stop. Instead, the war machines are going to be made largely into craft designed for peaceable missions.

The navy will always need a certain number of dirigibles to act as scouts. No one knows bet-

ter than the British the value of airships as scout craft.

It is no longer a secret that the Germans owed their escape at Jutland to Zeppelins, while, earlier in the war, it was the scout work of Zeppelins that gave the German fleet the "all clear" signal for the bombardment of Scarborough, an act of singular cruelty the Huns were able to accomplish without injury. Zeppelins also acted in a similar capacity in the torpedoing of the H. M. S. Falmouth and Nottingham.

When war broke out in 1914 the British had only seven airships in commission. One hundred were at work off and on by October 31 of 1918, while in the various factories many more were in course of construction.

Would Destroy War Menace.

Back of all the interest in peace time flying is the lurking fear that the Germans will endeavor to keep abreast of the remainder of the great powers in the matter of building aerial passenger and freight carriers, presumably for purely commercial purposes.

It is pointed out in certain sections of the British press that the Germans might take advantage of their commercial craft at some future date and again break faith with the world.

Mobilization of a hostile air fleet could be accomplished within a few hours, and with the terrible gas and high explosive bombs developed during the war an opponent

nation could, with the element of surprise acting in favor of the invader, be put out of action, or seriously crippled in a very brief space of time.

Suggestion has been seriously made that one of the conditions of the peace should be the appointment of an international commission vested with power to inspect regularly all German factories "so that the output of anything lethal could be strictly regulated."

Whatever regulation of the air comes from the peace conference, and it can be predicted with safety that some very serious consideration of the air will be a feature of the historic meeting, it is very clearly understood on this side of the water that supremacy of the air will be a deciding factor in any future war.

"America" an Ancient Tune

In the controversy over the origin of the tune for "America," which he calls "our noblest of national anthems," Poulton Bigelow, in a letter to the New York Times, says:

"The Prussian king, Frederick William II, took it from England in 1792 in order to glorify himself at the dedication of a triumphal arch in Berlin called the Brandenburg thor. This gate of victory was erected in honor of his troops who had been chased out of France by the ragged republican armies at Valmy. The Prussian regiments returned across the Rhine in 1792 proclaiming themselves victorious, and welcomed with every demonstration of patriotic joy."

"The Danish royal house had the same national anthem previous to Prussia, and George III adopted it more early still—without, however, claiming priority as an English composition."

"How old it is we know not. It may have been sung by the legions of Constantine behind their Christian labarums; it may have been a favorite of Wyckliffe or John Huss."

WOULD DIG UP VALUABLE COFFIN.

Relatives of a Spanish merchant, said to be of noble birth, who died several years ago after having amassed a considerable fortune, have asked the Cuban sanitation department for permission to exhume his body so as to obtain the brass casket in which he was buried. They want to sell the casket for the metal it contains, as the family fortune has dwindled since its founder's death. The department ruled that the only question involved was a moral one, and that there was no law to prevent the relatives from reclaiming and selling the casket.

Coats for Young Girls

Shepherd's Plaid and Wool Fabrics Are to Be Favorites.

Taffetas in Wide Range of Colors and Shades—Navy and Tan Are Also Popular.

The most important item in the spring outfit of every young girl is the separate coat. For several years washable dresses have been preferred for girls under six, regardless of season. Therefore few radical changes are noted in dresses developed for these junior citizens. Of course, every season brings its novelties, changes in fabric, color and color combination, but actual style changes are so few that a cotton wash frock made for summer wear may appear with equally good effect during winter, or vice versa.

Spring naturally makes the heavy winter coat an impossible garment. Therefore the new spring coat is an all-important item of the little girl's wardrobe.

During the coming spring taffeta and shepherd's plaid wool fabrics will unquestionably be the favorite materials for the development of little girls' coats. Taffetas appear in a wide range of colors and shades. Navy, of course, is good, tan shades are extremely popular and the light blues, such as French and soldier blue, also are favorites.

These little coats are usually made with a normal waistline or with a waistline a trifle higher than normal. There is always a waistline. The straight coats make their appearance for older girls and for women.

Shepherd's plaid wool fabric makes an extremely chic little coat and one that is always serviceable.

The sketch gives a suggestion for a smart coat for a girl of six or eight years. The belt may be of patent leather in either red or black, the buttons, of course, being selected to match the shade of the belt. The coat is finished at the neck with a collar of plaid over which is laid a detachable collar of white satin, georg-

CHECK SERGE SPRING SUIT.



This very attractive spring suit is of check serge and black binding. It is a model that should appeal to many of the stylish dressers.

TRIMMINGS ARE EASILY MADE

Decorations for Lingerie or Children's Garments May Be Applied With Aid of Machine.

A neat, inexpensive, easily made trimming for lingerie or children's garments may be made by threading the bobbin of a sewing machine with rope silk or any very heavy thread in a dainty, bold-proof color and using ordinary sewing cotton in the needle. Stitch near the edges of the bands, yokes, etc., having the right side of the garment toward the cloth-plate. The effect is very pleasing.

Another attractive decoration is made by drawing a thread of material and weaving into the space thus made a colored thread somewhat heavier than the one drawn. When the end of the space is reached, a French knot or a satin stitch dot may be used as a finish. Threads may be drawn to form a geometric pattern or may be spaced evenly and placed in parallel rows. The result is at once unusual and charming.



Little Girls' Coat of Shepherd's Plaid.

ette or organdie. Lace collars are pretty, but they are usually worn on the taffeta coats, the more tailored, plain collars being preferred for coats of wool material.

GOWNS TO MATCH HANGINGS

Recent Fad Is to Have Apparel Harmonize With Draperies and Appointments of the Boudoir.

One of the latest fads of fashion is the elaborate room gown designed to harmonize with the hangings and appointments of the boudoir itself and for these rose-pink brocade, French blue, and metal brocades are the first requisition.

A shimmering gold and blue brocade, light in effect, has been used for one of these. It is cut on kimono lines, but softly draped at either side of the front. Dull gold braid, oddly tasseled in gilt and black beads, makes an edge finish, and a single large motif of the braid marks the fastening at one side. The garment is lined in chiffon of the shade of light Parma violets, and the whole suggests a setting done in dainty French boudoir style.

In the same spirit is designed a brighter model of flame color, with lace bodice and overjacket of flame, trimmed with changeable ribbon in a soft shade of light blue shot with flame.

On New Handkerchiefs.

Black dots on blue form the decorative scheme of one of the daintiest of the new handkerchiefs. The dots form an irregular border, widening at the corners, where they are interspersed with a few bits of embroidery done in white cotton thread. Black handkerchiefs, that is handkerchiefs with black centers, are often seen. They have borders of color, usually printed in blocks, or checks or stripes. These handkerchiefs are a bit startling, even to the eye used to handkerchiefs of all colors of the rainbow—for, of course, black isn't in the rainbow.

Through the Looking Glass

By EVELYN NESBIT

When a man offers you the world with a fence around it, there may be a string tied to it. Watch out for the string.

It is foolish for a young girl to marry a man for the things he promises to give her after the knot is tied. So easy is the business of making promises that all young swains are prone to paint the future in brilliant colors. And the young girl nibbles and bites. Then she regrets it—when it is too late.

Don't marry in the hope that you may ride in a golden automobile, or that you may have ice cream for dessert every day. Those are not the things that count. Don't marry for the sake of living in a hubby-to-be's fine five-story house, or for the sake of becoming part owner in his prosperous business. Watch out for the string.

Hubby-to-be may offer you his fine house as a home before you are married, but afterward he may expect you to run it for him as a boarding house. Hubby-to-be may offer you before you are married a partnership in his fine, prosperous business, but afterward he may expect you to sink your precious savings into it and lose them all.

Watch out for the string when you marry a man for the material good you may expect to get out of the match. If you have your eyes open beforehand you may learn that marriage founded on dollars and cents is a delusion and a snare. The woman who marries for the sake of having the world with a fence around it generally loses in the end.